

FEB 12 2009

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To Responsible Agencies, Trustee Agencies, and Interested Parties:

RE: NOTICE OF AVAILABILITY OF THE INITIAL STUDY FOR THE EXECUTIVE PARK
SUBAREA PLAN AND YERBY AND UPC DEVELOPMENT PROJECTS

PLANNING DEPARTMENT CASE NO. 2006.0422E; STATE CLEARINGHOUSE NO. 200610212

This notice is to inform you of the availability of the Initial Study for the Executive Park Subarea Plan and Yerby and UPC Development Projects, described below. The Planning Department previously determined that this project could have a significant effect on the environment, and required that an Environmental Impact Report (EIR) be prepared. An Initial Study has now been prepared to provide more detailed

the proposed project and to identify the environmental issues to be
Initial Study is either attached or is available upon request from Joy
15) 575-9040 or at the above address. The report may also be viewed
starting February 11, 2009. Referenced materials are available for review
Department's office at 1650 Mission Street, Suite 400. (Please contact Joy
appointment.)

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REFERENCE BOOK

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project consists of General Plan, Planning Code, and Zoning Map
Park Subarea Plan Area of the Bayview Hunters Point Area Plan, and
ments within the Subarea Plan Area that would allow up to 1,600
n of the Subarea Plan Area. The Subarea Plan amendments would
owing up to about 2,900 total residential units, and about 88,000 gsf of
ative Park Subarea Plan Area. The proposed Subarea Plan would
Special Use District, change zoning within the site from a C-2 to RM-
le heights within the site from 200 feet to 240 feet. The amended
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e through implementing objectives and policies, and provide design
ys, and parking, as well as "green building" approaches. The Subarea
streets, including a reconfigured boulevard along Harney Way, the
Thomas Mellon Drive; and new local streets and alleys to serve future

ould implement the proposed Subarea Plan amendments: the Yerby
Universal Paragon Corporation development project. At 5 Thomas
ot 75), the Yerby Company proposes to demolish the existing office
g and remove the existing surface parking spaces on the Yerby site, and redevelop the site with
approximately five mixed-use buildings, below-ground parking, open space, new streets, alleyways, and
pedestrian walkways. The buildings would have heights of up to 167.5 feet (16 stories) and would contain
approximately 500 residential units; the underground garage would provide up to 751 parking spaces. With
the proposed Yerby project, there would be a total of about 1,042,000 gsf of developed space on the Yerby
site, including about 596,000 gsf of residential uses; about 3,000 gsf of neighborhood commercial uses; about
142,000 gsf of other (common residential, community, and service and core) space; and about 301,000 gsf of
below-grade parking. The Yerby project would also include residential private and common open space and
a publicly accessible park.

At 150 and 250 Executive Park Boulevard (Assessor's Block 4991, Lots 24, 61, 65, 74, 85, and 86), Universal
Paragon Corporation proposes to demolish the two existing office buildings and remove the existing surface
parking spaces, and redevelop the site with approximately eight mixed-use buildings, below-ground
; open space, and pedestrian walkways. The buildings would be up to 240 feet (24 stories) tall and
contain approximately 1,100 residential units; the underground garages would provide up to about
arking spaces. With the proposed UPC project, there would be a total of about 2,311,000 gsf of

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To Responsible Agencies, Trustee Agencies, and Interested Parties:

RE: NOTICE OF AVAILABILITY OF THE INITIAL STUDY FOR THE EXECUTIVE PARK
SUBAREA PLAN AND YERBY AND UPC DEVELOPMENT PROJECTS

PLANNING DEPARTMENT CASE NO. 2006.0422E; STATE CLEARINGHOUSE NO. 200610212

This notice is to inform you of the availability of the Initial Study for the Executive Park Subarea Plan and Yerby and UPC Development Projects, described below. The Planning Department previously determined that this project could have a significant effect on the environment, and required that an Environmental Impact Report (EIR) be prepared. An Initial Study has now been prepared to provide more detailed information regarding the impacts of the proposed project and to identify the environmental issues to be considered in the Draft EIR. The Initial Study is either attached or is available upon request from Joy Navarrete, whom you may reach at (415) 575-9040 or at the above address. The report may also be viewed on-line at www.sfplanning.org/mea, starting February 11, 2009. Referenced materials are available for review by appointment at the Planning Department's office at 1650 Mission Street, Suite 400. (Please contact Joy Navarrete at 575-9040 to schedule an appointment.)

Project Description: The proposed project consists of General Plan, Planning Code, and Zoning Map Amendments for the 71-acre Executive Park Subarea Plan Area of the Bayview Hunters Point Area Plan, and also includes two specific developments within the Subarea Plan Area that would allow up to 1,600 residential units on a 14.5-acre portion of the Subarea Plan Area. The Subarea Plan amendments would replace office with residential uses, allowing up to about 2,900 total residential units, and about 88,000 gsf of commercial space in the in the Executive Park Subarea Plan Area. The proposed Subarea Plan would establish an Executive Park Residential Special Use District, change zoning within the site from a C-2 to RM-3 district, and would change allowable heights within the site from 200 feet to 240 feet. The amended Subarea Plan would also address land use, streets and transportation, urban design, community facilities and services, and recreation and open space through implementing objectives and policies, and provide design guidance for buildings, streets, pathways, and parking, as well as "green building" approaches. The Subarea Plan would establish a hierarchy of streets, including a reconfigured boulevard along Harney Way, the existing Executive Park Boulevard and Thomas Mellon Drive; and new local streets and alleys to serve future residential and retail development.

Two specific development projects would implement the proposed Subarea Plan amendments: the Yerby Company development project and the Universal Paragon Corporation development project. At 5 Thomas Mellon Circle (Assessor's Block 4991, Lot 75), the Yerby Company proposes to demolish the existing office building and remove the existing surface parking spaces on the Yerby site, and redevelop the site with approximately five mixed-use buildings, below-ground parking, open space, new streets, alleyways, and pedestrian walkways. The buildings would have heights of up to 167.5 feet (16 stories) and would contain approximately 500 residential units; the underground garage would provide up to 751 parking spaces. With the proposed Yerby project, there would be a total of about 1,042,000 gsf of developed space on the Yerby site, including about 596,000 gsf of residential uses; about 3,000 gsf of neighborhood commercial uses; about 142,000 gsf of other (common residential, community, and service and core) space; and about 301,000 gsf of below-grade parking. The Yerby project would also include residential private and common open space and a publicly accessible park.

At 150 and 250 Executive Park Boulevard (Assessor's Block 4991, Lots 24, 61, 65, 74, 85, and 86), Universal Paragon Corporation proposes to demolish the two existing office buildings and remove the existing surface parking spaces, and redevelop the site with approximately eight mixed-use buildings, below-ground parking, open space, and pedestrian walkways. The buildings would be up to 240 feet (24 stories) tall and would contain approximately 1,100 residential units; the underground garages would provide up to about 1,677 parking spaces. With the proposed UPC project, there would be a total of about 2,311,000 gsf of

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developed space on the UPC site, including about 1,350,000 gsf of residential uses; about 70,000 gsf of neighborhood commercial uses; about 275,000 gsf of other (common residential and service and circulation) space; and about 616,000 gsf of below-grade parking. The UPC project would also include residential private and common open space and several areas of publicly accessible open space, along with new streets, alleyways, and pedestrian walkways.

A Notice of Preparation of an EIR and Public Scoping Meetings was issued on October 27, 2006, and one public scoping meeting was held on November 8, 2006. Based on the comments received, the Planning Department has determined that preparation of an Initial Study would be appropriate to focus the scope of the EIR. Preparation of an Initial Study or EIR does not indicate a decision by the City to approve or to disapprove the project.

Further comments concerning the scope of the EIR are welcomed, based on the content of the Initial Study. In order for your concerns to be considered fully, we would appreciate receiving them by March 13, 2009. Please send **written comments** to Bill Wycko, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

If you have questions concerning environmental review of the proposed project, please contact **Joy Navarrete** at (415) 575-9040.

Initial Study

Planning Department Case No. 2006.0422E

Executive Park Subarea Plan and Yerby and UPC Development Projects

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INITIAL STUDY

EXECUTIVE PARK SUBAREA PLAN AND YERBY AND UPC DEVELOPMENT PROJECTS

Case No. 2006.0422E

A. BACKGROUND AND PROJECT SETTING

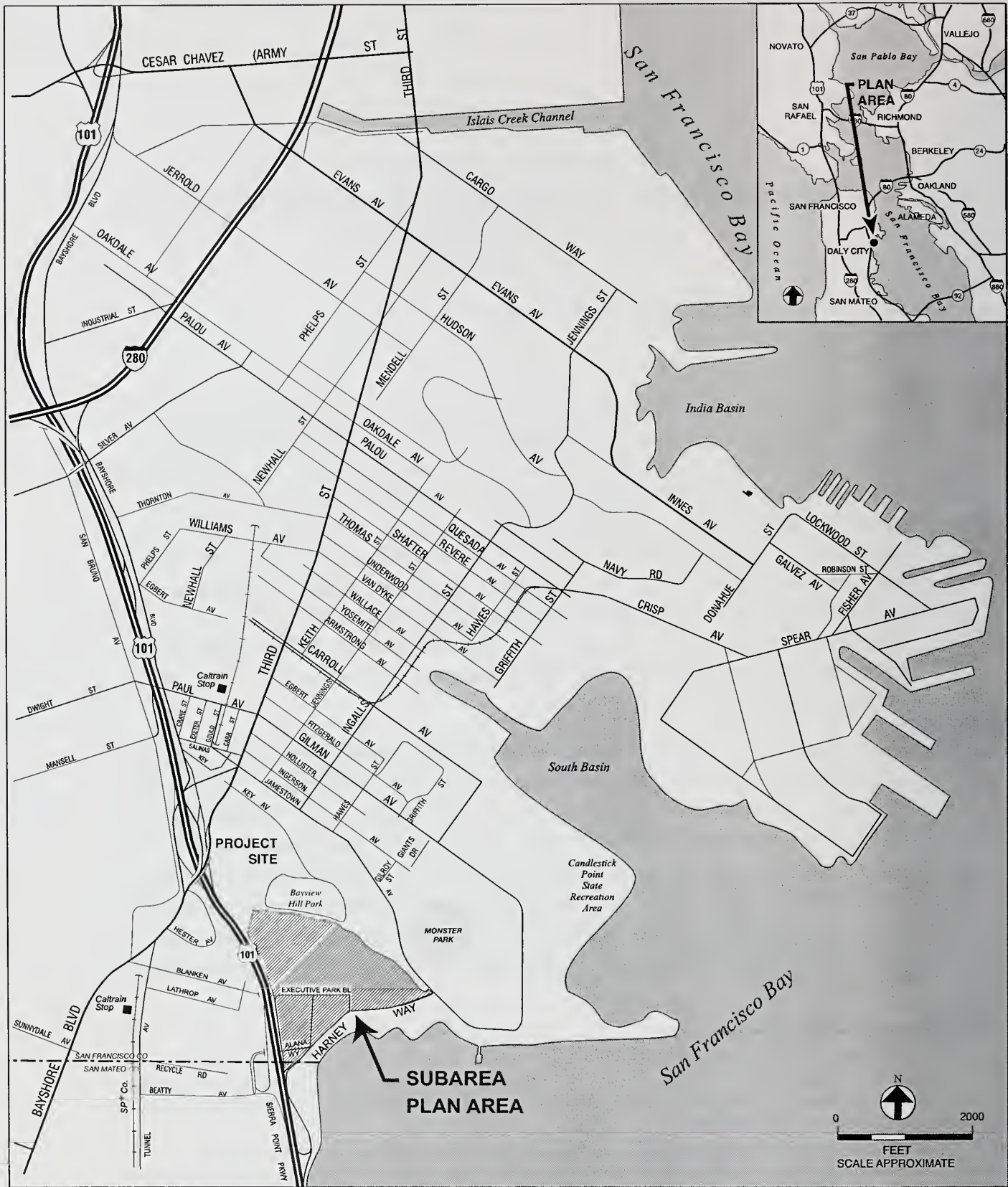
Background

The 71-acre area known as “Executive Park” is in the southern part of San Francisco, just east of U.S. 101 and along the San Francisco/San Mateo County boundary. (See Figure 1, Regional Location.) Executive Park is a Subarea in the *Bayview Hunters Point Area Plan*, a component of the *San Francisco General Plan*. Since 1976, Executive Park (also referred to as the “Subarea Plan Area”) has been the subject of numerous development plans, environmental analyses, and City actions. Development plans for the area were prepared or amended in 1978, 1980, 1981, 1984, 1992, 2000, 2005, and 2007. Environmental analyses of Executive Park development included an EIR in 1976 (“1976 EIR”), a Subsequent EIR in 1985 (“1985 FSEIR”), a Supplemental EIR in 1999 (“1999 FSEIR”), and EIR Addenda in 1992, 2005, and 2007. City actions have included the approval of the development plans and issuance of permits for the construction of office and residential buildings.

The original development concept analyzed in the 1976 EIR included about 833,000 square feet of office space, about 174,000 square feet of hotel/meeting space, about 73,000 square feet of retail space, and 3,900 parking spaces; this concept was reflected in the 1978 Development Plan (as amended in 1980/1981).¹ The 1985 FSEIR analyzed the 1984 Development Plan, which included about 1,644,000 square feet of office space, about 234,000 square feet of hotel space, about 50,000 square feet of retail/restaurant space, about 600 residential units, and about 5,300 parking spaces.² The 1999 FSEIR analyzed a project that was substantially the same as the project approved in 1985, and also reviewed a Residential Variant that substituted 258 residential

¹ San Francisco Planning Department, *Case No. EE 75.198: Final Environmental Impact Report, San Francisco Executive Park*, certified August 12, 1976. This report is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of Case File No. 2006.0422E.

² These numbers include the office use and restaurant space previously approved under the 1978 Development Plan. San Francisco Planning Department, *Case No. 81.197E: Executive Park Development Plan Amendment, Subsequent Environmental Impact Report*, certified October 17, 1985. This report is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of Case File No. 2006.0422E.



SOURCE: Turnstone Consulting

EXECUTIVE PARK

2006.0422E

FIGURE 1: REGIONAL LOCATION

units for the hotel (for a total of 808 permitted and proposed residential units).³ The development plan approved after certification of the 1999 FSEIR (“2000 Approved Development Plan”) incorporates the Residential Variant. The EIR Addenda approved in 2005 and 2007 analyzed (1) a 499-unit residential development to replace permitted but unbuilt office space in the northwest portion of Executive Park (approved as the Signature Properties/Candlestick Cove project), and (2) increases in height and density for a 465-unit residential development in the northeastern portion of Executive Park (approved as the Top Vision/St. Francis Bay Phase III project).^{4 5} Table 1: Executive Park Environmental Review History Since 1999, summarizes the projects that were analyzed under the 1999 FSEIR, the 2005 Addendum, and the 2007 Addendum.

Existing development within Executive Park includes about 307,600 gross square feet (gsf) of office space, 2,400 gsf of retail uses, 304 residential units (completed not yet fully occupied), and 1,347 parking spaces. Specific development projects in Executive Park that are already approved (with development permits) or under construction will add about 964 residential units, 15,000 gsf of retail and restaurant space, and 1,496 parking spaces. Combined, existing and approved (approved through specific Planning Commission entitlement) development includes about 1,268 residential units, 307,600 gsf of office space, 17,400 gsf of retail and restaurant space, and 2,843 parking spaces. As of 2007, existing, approved, and planned (including uses that have been studied under previous environmental work, but were not necessarily included in a specific entitlement) development in Executive Park (per the 2007 Revisions to the 2000 Approved Development Plan) includes about 320,000 square feet of office uses, 55,000 square feet of retail/restaurant uses, 1,307 residential units, and about 2,924 parking spaces.

³ San Francisco Planning Department, Case No. 1999.442E: Executive Park Development Plan, Final Supplemental Environmental Impact Report, certified December 2, 1999. This report is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of Case File No. 2006.0422E.

⁴ The 465 units were within the number of units analyzed in the 2000 Approved Development Plan.

⁵ San Francisco Planning Department, *Case No. 1990.299E: Executive Park Development Plan Addendum to 1999 Final Supplemental EIR*, approved June 8, 2005; San Francisco Planning Department, *Case No. 2004.1031E: Executive Park Development Plan Addendum to Executive Park Plan Development Final Supplemental EIR (Top Vision/St. Francis Bay Phase III Addendum)*, approved February 14, 2007. These reports are on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and are available for public review, by appointment, as part of Case File No. 2006.0422E.

Table 1: Executive Park Environmental Review History Since 1999

Land Use	Pre-2000 Existing or Entitled Development	Project Analyzed Under 1999 FSEIR	Project Analyzed Under 2005 Addendum	Project Analyzed Under 2007 Addendum	Yerby and UPC Proposal
Office (square feet)	320,000	1,324,000	(1,324,000)	0	(320,000)
Retail/Restaurant (square feet)	2,500	52,500	0	0	73,000
Health Club (square feet)	0	25,000	(25,000)	0	0
Childcare Facility (square feet)	0	13,240	(13,240)	0	0
Residential (units)	304 ^a	504 ^b	499 ^c	(39) ^d	1,600
Parking Spaces (commercial)	797	2,880	(2,880)	0	0
Parking Spaces (retail)	0	240	0	0	0
Parking Spaces (residential)	517	875	588	(99) ^e	2,428

Notes:

- a. St. Francis Bay Phases I and II
- b. St. Francis Bay Phase III
- c. Candlestick Cove
- d. St. Francis Bay Phase III was originally analyzed for 504 units under the 1999 FSEIR. The 2007 Addendum analyzed 465 units (a reduction of 39 units).
- e. St. Francis Bay Phase III was originally analyzed for 875 spaces under the 1999 FSEIR. The 2007 Addendum analyzed 776 spaces (a reduction of 99 spaces).

Source: The Yerby Company; Universal Paragon Corporation; 1999 FSEIR (Planning Department Case No. 1999.442E); 2005 Addendum to 1999 FSEIR (Case No. 1990.299E); 2007 Addendum to 1999 FSEIR (Case No. 2004.1031E)

Project Setting

Subarea Plan Area: Property Holdings

The Subarea Plan Area currently includes 194 lots within Assessor's Block 4991: Lots 24, 61, 65, 74, 75, 85, 86, 240, 278, 282 through 345, 346 through 409, 423 through 474, 475 through 598, and 599 through 634.⁶ Property holdings within the Subarea Plan Area include the Yerby Company, Universal Paragon Corporation ("UPC"), Top Vision Development, LLC ("St. Francis Bay"), and Signature Properties/Candlestick Cove, LLC development sites. (See Figure 2, Subarea Plan Area Property Ownership.)

Subarea Plan Area: Existing and Approved Uses

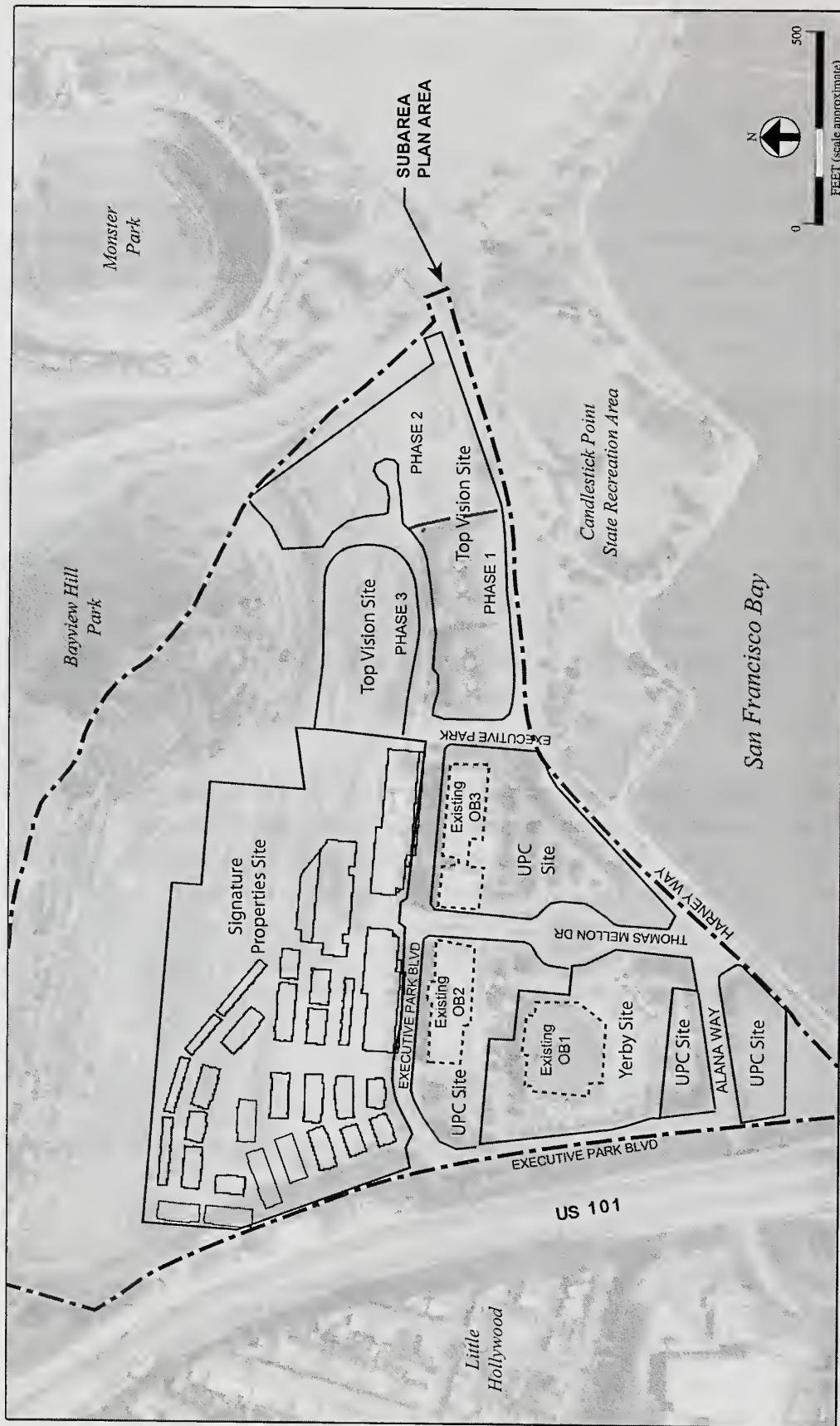
The Subarea Plan Area is partly developed with office, retail, and residential uses. Buildings OB 1, OB 2, and OB 3 in the southwest part of the Subarea Plan Area (on the Yerby and UPC development sites) include about 310,000 gsf, with about 307,600 gsf of office space and about 2,400 gsf of retail uses. Five residential buildings in the eastern part of the Subarea Plan Area (St. Francis Bay Phases I and II) contain 304 units. The existing office buildings are 40 feet to 48 feet tall; the Phase I residential buildings are four stories tall with one level of parking partially above grade; and the Phase II residential buildings are 40 feet tall. The Subarea Plan Area also includes about 830 surface parking spaces for the office uses and about 517 parking spaces for the residential uses.

The third phase of the St. Francis Bay development, approved by the Planning Commission in March 2007, will include construction of 465 units and about 776 parking spaces north of the existing residential buildings. The Phase III buildings will be 60 feet to 165 feet tall. In the northern part of the Subarea Plan Area, the approved Signature Properties/Candlestick Cove development will include up to 499 residential units, 12,500 gsf of retail space, 2,500 gsf of restaurant space, and 720 parking spaces. The 155 townhouses and three mid-rise buildings, which are under construction, will be 30 feet to 90 feet tall.

Subarea Plan Area: Zoning and Height and Bulk Districts

Most of the Subarea Plan Area is within the C-2 (Community Business) Use District. The southern end of the Subarea Plan Area (part of the UPC development site) is zoned M-1 (Light

⁶ From SF Parcel, June 10, 2008. The number of lots will increase because condominium maps are in the process of being filed for the St. Francis Bay development. The Subarea Plan Area also includes four open space lots (Lots OS 1, 2, 7, and 8); two lots (Lots PCLA and PCLB) associated with Crescent Way and Crescent Way West, private roads within the St. Francis Bay development; and two lots (ROWA and ROWB) associated with private roads within the Signature development.



SOURCE: Heller-Manus, Turnstone Consulting

EXECUTIVE PARK

2006.0422E

FIGURE 2: NEIGHBORHOOD PLAN AREA PROPERTY OWNERSHIP

Industrial). The height and bulk districts in the Subarea Plan Area are the 40-X, 60-X, 80-X, 100-G, 140-H, 165-I, and 200-I districts. The 40-X district covers the northern part and most of the southwestern part of the Subarea Plan Area; the districts allowing the tallest heights are just north of Executive Park Boulevard North.

Subarea Plan Vicinity

The Subarea Plan Area vicinity is characterized by public open space and recreation facilities; San Francisco Bay; major transportation corridors; and a mix of residential, commercial, and industrial uses. The Subarea Plan Area is bounded by Bayview Hill Park, which sits atop Bayview Hill to the north; Jamestown Avenue, the Monster Park stadium, and Candlestick Point State Recreation Area to the east; Candlestick Point State Recreation Area and San Francisco Bay to the south; and U.S. 101 to the west. The Bayview Hunters Point residential neighborhood is located north and east of the Subarea Plan Area beyond Bayview Hill. U.S. 101 separates the Subarea Plan Area from the Little Hollywood and Visitacion Valley neighborhoods to the west and northwest. Bayshore Boulevard, Third Street, and Leland Avenue in these neighborhoods are the main commercial corridors in the Subarea Plan Area vicinity. Industrial and public facility uses to the west and southwest of the Subarea Plan Area include the Sunset Scavenger/San Francisco Recycling & Disposal waste management facilities, both located south of Sunnydale Avenue. The Brisbane Baylands Planning Subarea, a 660-acre site planned for redevelopment, is to the southwest of the Subarea Plan Area across U.S. 101 in the city of Brisbane. The Sierra Point and Oyster Point office and light industrial facilities are in the city of Brisbane to the south. The Bay Trail, a multi-use pathway, extends along the San Francisco Bay shoreline east of the Subarea Plan Area.

The principal access to the Subarea Plan Area is provided via the U.S. 101 southbound ramps at Beatty Avenue and the U.S. 101 northbound ramps at Harney Way. The Plan Area is served directly by a San Francisco Municipal Railway (Muni) bus line and is accessible via several other Muni bus lines, a Muni light rail line, San Mateo County Transit (SamTrans) bus lines, Caltrain, and BART. The existing Executive Park shuttle connects the Plan Area with the Bayshore Caltrain station, Balboa Park BART station, and SamTrans bus stops.

B. PROJECT DESCRIPTION

Project Overview

The proposed *Executive Park Subarea Plan* (“Subarea Plan”) that is the subject of this Initial Study would amend the existing Subarea Plan for Executive Park to complete the transition of a primarily office-park development to a mixed-use, primarily residential neighborhood. The proposed Subarea Plan is a means for implementing land use controls, urban design guidelines, and open space and transportation improvements. The proposed Subarea Plan would revise

zoning; change height and bulk limits; establish a local street network and guidelines for the neighborhood streetscape; use design guidelines to establish an urban neighborhood scale and character; and designate public open space and pedestrian and bicycle connections.

A first draft of the Subarea Plan was published in June 2006, and is available on the Planning Department's web site.⁷ Planning Department staff have been working to fine tune the proposed Subarea Plan and will hold additional community workshops on urban design, transportation, and other key topics. The SEIR will analyze the refined version of the draft Subarea Plan.

The Yerby Company ("Yerby project sponsor") and Universal Paragon Corporation ("UPC project sponsor") have proposed specific development projects for about 14 acres of the 71-acre Subarea Plan Area that would partially implement the proposed Subarea Plan. The Yerby and UPC development sites currently support three office buildings and surface parking, and are the remaining developable parcels within the Subarea Plan Area; implementation of the Yerby and UPC projects would represent full buildout of the Subarea Plan. The Yerby and UPC projects would replace the existing office space, retail uses, and associated parking with residential and neighborhood-serving commercial space, parks and open space, and associated parking.

With existing and approved development in the Subarea Plan Area, implementation of the proposed Subarea Plan would result in approximately 2,900 residential units and approximately 88,000 gsf of commercial space in the Subarea Plan Area by about 2015. Implementation of the proposed Subarea Plan would also include infrastructure improvements to serve the Subarea Plan Area.

Subarea Plan Characteristics

The proposed Subarea Plan contains five elements that are based on the overall goals for the Subarea Plan Area: Land Use; Streets and Transportation; Urban Design; Community Facilities and Services; and Recreation and Open Space. This section describes the proposed Subarea Plan elements and the objectives of each element. This section also identifies the key parts of the Subarea Plan that would influence future development within the Subarea Plan Area.

Land Use Element of the Subarea Plan

The proposed Subarea Plan would establish an Executive Park Residential Special Use District (SUD), and would rezone most of the Subarea Plan Area from C-2 to RM-3 (Residential Mixed, Moderate Density) or similar zoning designation. In the Executive Park SUD, the requirements for the RM-3 zone would only apply where the SUD's land use and development controls are

⁷ Available at http://www.sfgov.org/site/planning_index.asp?id=42414; accessed September 16, 2008.

silent. The unit density permitted in the RM-3 Zoning District is 1 unit per 400 square feet of lot area.⁸

Streets and Transportation Element of the Subarea Plan

The proposed Subarea Plan includes proposed circulation patterns for vehicles, bicyclists, and pedestrians. For vehicles, the Plan establishes a hierarchy of streets, including a reconfigured boulevard along Harney Way to serve long-term development; the existing Executive Park Boulevard and Thomas Mellon Drive; and new local streets and alleys to serve future residential and retail development.

As the proposed Subarea Plan is implemented, changes to the local roadway network may be implemented to accommodate the future traffic generated by Subarea Plan development. These changes could include the realignment of Alana Way, changes to the configuration of Harney Way and Thomas Mellon Drive, and/or installation of traffic signals. These changes will be explored in the SEIR on the proposed Subarea Plan and Yerby and UPC projects.

As development occurs to the east of Executive Park, it is anticipated that Harney Way would be modified to accommodate transit service and capacity enhancements within an expanded roadway right-of-way. The provision of future transit service and expansion of the roadway right-of-way would be addressed as part of the proposals for the development to the east of Executive Park, and are not part of the project analyzed in this Initial Study. Similarly, the potential construction of an interchange at U.S. 101 and Harney Way to serve future development, as identified in the *Brisbane General Plan* and the *Bi-County Transportation Plan*, is not part of the proposed project. The proposed Yerby and UPC development projects described in this chapter have been designed to generally accommodate the currently anticipated right-of-way requirements (based on the locations and designs under consideration) for a widened Harney Way and a future interchange.

For bicyclists, the Subarea Plan includes designated bike paths and bike lanes. Bike lane facilities would be made to be consistent with the City's proposed Bicycle Plan and/or any official City policies regarding bicycle routing and improvements. For pedestrians, the Subarea Plan includes sidewalks along the existing roadways and proposed internal streets. Alternatively, alleyways could possibly be designed with a "share street" single-grade treatment where appropriate. The Subarea Plan also includes a trail from the northern part of the Subarea Plan Area up toward and possibly connecting to Bayview Hill Park.

⁸ San Francisco Planning Department, *Executive Park, a Subarea Plan of the Bayview Hunters Point Area Plan*.

Urban Design Element of the Subarea Plan

The proposed Subarea Plan provides general goals and objectives. The current version of the Plan also contains Urban Design Guidelines as an appendix; staff anticipates that these will be developed further into a stand-alone document that could be adopted by the Planning Commission by resolution. The Subarea Plan Urban Design Guidelines would be used by the Planning Department in evaluating projects within the Subarea Plan Area. The Design Guidelines include specific guidance for buildings, streets, stormwater runoff, alleys, pathways, public open space, and parking.

The proposed Subarea Plan would use height limits and the proposed Design Guidelines to implement Subarea Plan policies. The Subarea Plan would replace the 7 existing height and bulk districts with a range of districts, allowing heights of up to 240 feet.

The areas with the tallest buildings allowed would be in the north-central and northwestern parts of the Subarea Plan Area. Buildings with mid-range heights would be allowed in the southern and southeastern parts of the Subarea Plan Area. The proposed Design Guidelines would include limits for building floor plates and dimensions for the taller buildings.

The Urban Design Element calls for the use of a “green building” approach to development involving “best practices for sustainable design and resource conservation.” The Design Guidelines recommend that developments within the Subarea Plan Area seek “green” certifications such as Leadership in Energy and Environmental Design (LEED). (Development within the Subarea Plan Area would also be subject to all applicable requirements of the recently adopted San Francisco Green Building Ordinance.⁹) The major aspects of environmentally friendly building design, such as energy efficiency, stormwater management, water efficiency, building materials, and indoor air quality, are described. The guidelines also call for an analysis to determine the appropriateness of various techniques for slowing, maintaining, and treating stormwater on site.

Community Services and Facilities Element of the Subarea Plan

The proposed Subarea Plan calls for development within the Subarea Plan Area to include necessary community facilities as an integral component: “...additional investment in parks, streets, and community facilities and services – beyond what can be provided through property tax revenue – is essential to meeting the needs of new residents.” Currently, the UPC and Yerby development are subject to the Visitation Valley Community Facilities and Infrastructure Fee and Fund.¹⁰

⁹ Chapter 13C, *San Francisco Building Code*.

¹⁰ Ordinance 264-05, adopted November 18, 2005.

Recreation and Open Space Element of the Subarea Plan

The Open Space Element of the Subarea Plan includes proposed active and passive public open spaces and a network of pedestrian connections. The areas designated for open space include the lower slopes of Bayview Hill, the northeastern part of the Signature Properties/Candlestick Cove development area, the northern edge of the St. Francis Bay development area, areas within the Yerby and UPC development sites, and the land along selected pedestrian connections. The proposed pedestrian network, which includes trails, sidewalks, and walkways, is intended to provide connections to Candlestick Point State Recreation Area and Bayview Hill Park.

Subarea Plan Implementation

As noted earlier in this section, parts of the Subarea Plan Area are already developed, and development of other parts of the Subarea Plan Area is approved and under way. Therefore, this Initial Study focuses on the areas that would change as the result of the proposed Subarea Plan: the Yerby and UPC development sites (see Figure 2, p. 6).¹¹

The Yerby project sponsor and UPC project sponsor have proposed the removal of the three existing office buildings and construction of approximately 13 buildings with residential and commercial uses. The proposed Yerby and UPC projects are summarized in Table 2. With existing and approved development, these projects would realize the full buildout potential of the proposed Subarea Plan.

Implementation of the proposed Subarea Plan would require a lot line adjustment between Yerby and UPC, to implement an exchange of land (approximately 0.142 acre) within the Subarea Plan Area. The Yerby and UPC development site acreages and development plans described in this Initial Study reflect the proposed land exchange. Other lot line adjustments might be needed to accommodate the future roadway network within the Subarea Plan Area. This issue will be explored in the SEIR.

Yerby Development Project

Yerby Project Location

The approximately 4.8-acre Yerby development site is in the southwest part of the Subarea Plan Area. (See Figure 2, p. 6.) The Yerby development site occupies all of Assessor's Block 4991, Lot 75. Local access to the site is provided by driveways from Executive Park Boulevard West and North and Thomas Mellon Drive. The Yerby development site is occupied by Building

¹¹ The proposed Yerby and UPC projects would involve minor changes to the boundaries of the development sites. Figure 2 shows the existing development site boundaries; the proposed site boundaries are discussed later in this section.

Table 2: Summary, Yerby and UPC Development Projects

Category/Project	
<i>Proposed Demolition (gsf)</i>	
Office	307,600
Retail	<u>2,400</u>
Total	310,000
<i>Proposed New Space (gsf)</i>	
Residential	1,946,000
Retail	73,000
Parking	916,000
Other	<u>417,000</u>
Total	3,352,000
<i>Residential Units</i>	1,600
<i>Parking Spaces</i>	2,428
<i>Maximum Height (feet)</i>	240

Note: GSF = gross square feet. Space totals have been rounded to nearest 1,000 gsf. "Other" building space includes lobbies and other common/residential amenity space, building core, and service and mechanical spaces.

Source: Heller-Manus Architects, C.Y. Lee & Partners/LTC Design Group, Turnstone Consulting

OB 1, which includes about 99,200 gsf of office uses and about 800 gsf of ground-floor retail uses. OB 1 is a three-story (40-foot-tall with no basement), pre-cast concrete and stucco building first occupied in 1981. Existing parking includes about 300 spaces in surface lots. The Yerby development site is in a C-2 Use District and a 40-X Height and Bulk District.

Yerby Project Overview

The Yerby project sponsor proposes to demolish the existing office building and remove the surface parking spaces on the Yerby site, and redevelop the site with approximately five mixed-use buildings, below-ground parking, open space, new streets, alleyways, and pedestrian walkways. The buildings would have heights of up to 167.5 feet (16 stories) and would contain approximately 500 residential units; the underground garage would provide up to 751 parking spaces. With the proposed Yerby project, there would be a total of about 1,042,000 gsf of developed space on the Yerby site, including about 596,000 gsf of residential uses; about 3,000 gsf of neighborhood commercial uses; about 142,000 gsf of other (common residential, community, and service and core) space; and about 301,000 gsf of below-grade parking. The

Yerby project would also include residential private and common open space and a publicly accessible park.

Proposed Residential, Retail, and Community Uses

The proposed residential units would include a mix of one-bedroom, two-bedroom, and three-bedroom units. As currently envisioned, the commercial uses could include ground-floor retail shops, services, and cafes/eateries. The Yerby project also includes a proposed community center, which would be open to the Yerby project residents, as well as residents from other Executive Park neighborhoods and the Little Hollywood and Bayview / Hunters Point communities.

Proposed Parking

A two-level, below-grade parking garage would be constructed below the proposed Yerby buildings A, B, and C, and a two-level garage would be constructed beneath Buildings D and E. The lowest garage floor (Level B2) would be up to 26 feet below the proposed ground surface level. The garage would provide about 751 residential parking spaces, as well as dedicated bicycle parking stalls. Additional parking for visitors and retail customers would be available on neighborhood streets.

Site Access, Circulation, and Loading

The primary vehicle access to the Yerby project site would be from Executive Park Boulevard West and Thomas Mellon Drive. Vehicles would travel to and within the Yerby site via a proposed street grid. The streets would be constructed to be consistent with the guidelines in the proposed Subarea Plan. Sidewalks would be provided along the frontage of all of the proposed buildings. Alternatively, alleyways could possibly be designed with a “share street” single-grade treatment where appropriate.

The proposed Yerby project would include no more than one loading dock in each of the five buildings. Proposed curb cuts, loading entries, and auto entries would be designed to be consistent with the proposed Subarea Plan (these Subarea Plan policies are being formulated).

Proposed Open Space and Landscaping

The *Planning Code* open space requirements for the proposed Yerby project would translate into 30,000 square feet of private open space, or 39,900 square feet if all open space were common for the use of all residents.¹² The Yerby project includes private open space for some of the proposed

¹² According to *Planning Code* Section 135, the open space requirements for the proposed project (which would be in an RM-3 district) would be about 60 square feet of private open space per residential unit; about 80 square feet of common open space per unit could be substituted for the private open space.

units and common open space in the form of landscaped courtyards and a proposed pedestrian corridor. In addition, the Yerby project would provide part of the land for a proposed publicly accessible park (the remainder of the park would be provided as part of the UPC project). The Yerby project would include landscaping throughout the Yerby site, along proposed roadways, within public access open space and residential common open space areas, and around individual buildings. The Yerby project sponsor intends the proposed landscaping to be consistent with the landscaping and design guidelines in the *Executive Park Subarea Plan* and/or a Streetscape Master Plan and/or a stand-alone Design Guidelines document.

Proposed Foundation and Grading

As currently envisioned, the Yerby project would use mat foundations where allowed by surface conditions; the potential for liquefaction could require that alternative foundation techniques be used beneath portions of the Yerby development site (see discussion of liquefaction issues, pp. 75-76). The average depth of excavation would be up to about 25 feet below the ground surface. Approximately 120,300 cubic yards of soil would be removed from the Yerby site.

Project Construction

Project construction, including demolition, site and foundation work, construction of the parking garage sections, and construction of the proposed buildings, would last approximately 46 months. Assuming that construction would begin in 2009, the last building constructed would be ready for occupancy in 2013. The actual timing of construction would depend on market conditions and other factors.

The Yerby project would have two development phases, with each phase involving construction of the proposed buildings and the corresponding garage section on a part of the development site. Each phase of construction would last approximately 23 months.

The first stage of construction would last about 10 months during the first development phase and about 8 months during the second phase, and would include demolition, excavation, and foundation work. Excavation would last about two months during those times.

UPC Development Project

UPC Project Location

The approximately 9.7-acre UPC development site is in the southwest part of the Subarea Plan Area. (See Figure 2, p. 6.) The UPC development site occupies three lots within Assessor's Block 4991: Lots 74, 85, and 86. (UPC also occupies land on Lots 24 and 61 south of Alana Way. This land is not part of the proposed project.) The parcels are not contiguous, and are separated from each other by Thomas Mellon Drive and the Yerby development site. Local

access to the UPC site is provided by driveways from Executive Park West, North, and East and Thomas Mellon Drive.

The UPC development site is occupied by Buildings OB 2 and OB 3, which include about 208,400 gsf of office uses and about 1,600 gsf of ground-floor retail uses. OB 2 and OB 3 are four-story (48-foot-tall, with no basements), blue tile/metal panel buildings constructed in the early 1980s. Existing parking includes about 530 spaces in surface lots (including the area south of Alana Way). The UPC development site is in a C-2 Use District. Most of the UPC site is in a 40-X Height and Bulk District; the part of the site south of OB 3 and extending just west of Thomas Mellon Drive is in an 80-X Height and Bulk District.

UPC Project Overview

UPC proposes to demolish the existing office buildings and remove the surface parking spaces on the UPC site, and redevelop the site with approximately eight mixed-use buildings, below-ground parking, open space, and pedestrian walkways. The buildings would be up to 240 feet (24 stories) tall and would contain approximately 1,100 residential units; the underground garages would provide up to about 1,677 parking spaces. With the proposed UPC project, there would be a total of about 2,311,000 gsf of developed space on the UPC site, including about 1,350,000 gsf of residential uses; about 70,000 gsf of neighborhood commercial uses; about 275,000 gsf of other (common residential and service and circulation) space; and about 616,000 gsf of below-grade parking. The UPC project would also include residential private and common open space and several areas of publicly accessible open space, along with new streets, alleyways, and pedestrian walkways.

Proposed Residential and Commercial Uses

The proposed residential units would include a mix of units with one to three bedrooms. As currently envisioned, the commercial uses would include retail shops, services, cafes/eateries, and a health club and spa.

Proposed Parking

Parking would be constructed below all of the proposed buildings on the UPC project site. The proposed parking would include separate garages beneath some buildings and combined garages beneath others. The garages would have two to three levels. The lowest garage floor would be approximately 13 feet above San Francisco Datum at Building 1, about 5 feet at Buildings 2 and 3, about 7 feet at Buildings 4 through 7, and about 4 feet at Building 8. The lowest garage levels would vary in depth from the proposed ground level (from about 2 feet above the proposed grade to 30 feet below the proposed grade), because the development site and individual building sites would be sloped. Combined, the garages would provide about 1,677 residential parking

spaces as well as dedicated bicycle parking stalls. Additional parking for visitors and retail customers would be available on neighborhood streets.

Site Access, Circulation, and Loading

The primary vehicle access to the UPC project site would be from Executive Park Boulevard North, Executive Park Boulevard West, and Thomas Mellon Drive. Vehicles would travel within the UPC site via a proposed street grid; Thomas Mellon Drive would also provide internal circulation. The streets would be constructed to be consistent with the guidelines in the proposed Subarea Plan. Sidewalks would be provided along the frontage of the proposed buildings. Alternatively, alleyways could possibly be designed with a “share street” single-grade treatment where appropriate.

The proposed UPC project would include no more than one loading dock in each building. Proposed curb cuts, loading entries, and auto entries would be designed to be consistent with the proposed Subarea Plan (these Subarea Plan policies are being formulated).

Proposed Open Space and Landscaping

The *Planning Code* open space requirements for the proposed UPC project would translate into 66,000 square feet of private open space, or about 87,780 square feet if all open space were common for the use of all residents. The UPC project includes private open space in each of the buildings, in the form of balconies for individual units. The project also includes common open space in the form of landscaped courtyards at each building. In addition, the UPC project would provide several areas of public access open space. The UPC project would include landscaping throughout the UPC site, along proposed roadways, within public access open space and residential common open space areas, and around individual buildings. The UPC project sponsor intends the proposed landscaping to be consistent with the landscaping and design guidelines in the *Executive Park Subarea Plan* and/or a Streetscape Master Plan and/or a stand-alone Design Guidelines document.

Proposed Foundation and Grading

As currently envisioned, the UPC project would use mat foundations where allowed by surface conditions; the potential for liquefaction could require that alternative foundation techniques be used beneath portions of the UPC development site (see discussion of liquefaction issues, pp. 75-76). The average depth of excavation would be approximately 8 feet to 23 feet below the ground surface. Approximately 174,400 cubic yards of soil would be removed from the UPC site.

Project Construction

Project construction, including demolition, site and foundation work, construction of the parking garages, and construction of the proposed buildings, would take up to about five years. Assuming that construction would begin in 2009, the last building constructed would be ready for occupancy in 2014.

Construction of the proposed buildings would be undertaken in four development phases, with each phase lasting approximately 15 months. The development phasing sequence would depend on market conditions and area-wide transportation improvements. Major excavation would take approximately three months during each development phase.

Required Approvals

The required approvals would include the following:

- Certification of the Final SEIR (Planning Commission, appealable to Board of Supervisors);
- Adoption of CEQA findings and mitigation monitoring program (Planning Commission, Board of Supervisors);
- Approval of an amendment to the *San Francisco General Plan* to amend the *Executive Park Subarea Plan*, a Subarea Plan of the *Bayview Hunters Point Area Plan*, and findings of consistency of the amendment with Priority Policies (Planning Commission, Board of Supervisors);
- Amendments to the Zoning Maps and *Planning Code* to establish the boundaries of and development standards for the Executive Park Residential SUD, along with the establishment of a new Design Review entitlement review process similar to what is used Downtown, and Downtown Residential Districts (Section 309 Review), pursuant to the *Executive Park Subarea Plan* (Planning Commission, Board of Supervisors);
- Determination of the Yerby and UPC development projects' consistency with the Executive Park Residential SUD regulations (Planning Commission, appealable to the Board of Appeals) (similar to Section 309 Review);
- Adoption of the Design Guidelines by the Planning Commission;
- Approval of traffic control and striping changes, changes to Muni routes and stops; and improvements in the public right-of-way related to Muni (Municipal Transportation Agency);
- Determination of shadow impact under *Planning Code* Section 295 for the Yerby and UPC development projects (Recreation and Park Commission, Planning Commission);

- Approval of Tentative and Final Subdivision Maps for the Yerby and UPC development projects (Department of Public Works);
- Approval of demolition and building permits for the Yerby and UPC development projects (Department of Building Inspection); and
- Approval of tree removal permits (Department of Public Works).

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

San Francisco Planning Code and Zoning Map

The San Francisco *Planning Code* implements the *San Francisco General Plan*, and governs permitted uses, densities and configuration of buildings within San Francisco. The *Planning Code* incorporates by reference the City Zoning Maps. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the *Planning Code* or an exception or variance is granted pursuant to provisions of the *Planning Code*.

As described in Section A, Background and Project Setting, the Subarea Plan Area is a Subarea in the *Bayview Hunters Point Area Plan*. Most of the Subarea Plan Area is within the C-2 Use District; part of the Subarea Plan Area is zoned M-1. The height and bulk districts in the Subarea Plan Area are the 40-X, 60-X, 80-X, 100-G, 140-H, 165-I, and 200-I districts. The proposed Subarea Plan would establish an Executive Park Residential SUD, and would rezone most of the Subarea Plan Area to RM-3 or similar zoning category. The proposed Subarea Plan would also replace the existing height and bulk districts with a range of districts, allowing heights of up to 240 feet. To achieve these changes, amendments to the *General Plan*, Zoning Maps, and *Planning Code* would be required. Approval of the proposed Yerby and UPC projects would require findings that the projects are consistent with the proposed Executive Park Residential SUD regulations (similar to Section 309 Review used Downtown and in Downtown Residential Districts). These approvals will be discussed in more detail in the SEIR.

Planning Code Section 315 sets forth the requirements and procedures for the Residential Inclusionary Affordable Housing Program. Under Section 315.3 this requirement applies to projects that consist of five or more units. Section 315.4(a)(1) establishes that 15 percent of all units constructed on the project site shall be affordable to qualifying households. Alternatively, the project sponsor could elect to satisfy the requirements by constructing off-site units pursuant to Section 315.5 at the higher rate of 20 percent of all new units, pay an in lieu fee in accordance with Section 315.6, or use a combination of the three alternatives. To comply with the requirements of the *Planning Code*, the Yerby and UPC project sponsors would construct affordable units on or off site.

Conflicts with Adopted Plans and Goals

The proposed Subarea Plan would amend the *General Plan* and the existing Subarea Plan for Executive Park, and would amend the Zoning Maps and *Planning Code* to establish a Residential SUD. The SEIR will discuss these proposed changes in the context of citywide *General Plan* policies and, as applicable, regional and other planning efforts in San Francisco and nearby communities. The SEIR will also discuss consistency of the proposed Yerby and UPC projects with the proposed Subarea Plan.

The *San Francisco General Plan* provides general policies and objectives to guide land use decisions. Any conflicts between the proposed Subarea Plan and Yerby and UPC projects and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed Subarea Plan and Yerby and UPC projects with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed Subarea Plan and Yerby and UPC projects. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed Subarea Plan and Yerby and UPC projects.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation and Public Space). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed Subarea Plan and Yerby and UPC projects with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed Subarea Plan and Yerby and UPC projects. The case report and approval motions for the Subarea Plan and Yerby and UPC projects will contain the Department's

comprehensive project analysis and findings regarding consistency of the proposed Subarea Plan and Yerby and UPC projects with the Priority Policies.

Other Approvals and Permits

Required approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection include San Francisco Department of Public Works approval of the proposed projects under subdivision laws, including public improvement agreements, approval of tree removal permits, and approval of Tentative and Final Subdivision Maps for the Yerby and UPC development projects; Municipal Transportation Agency approval of traffic control and striping changes, changes to Muni routes and stops, and improvements in the public right-of-way related to Muni; and San Francisco Recreation and Park Commission determination of project shadow impact under *Planning Code* Section 295. No approvals from regional, state, or federal agencies are required.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. (Each of the topics listed each includes several sub-topics that address specific types of environmental effects; the box has been checked if there could be effects for one or more of the sub-topics.) The following pages present a more detailed checklist and discussion of each environmental factor.

<input checked="" type="checkbox"/> Land Use	<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Geology and Soils
<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Wind and Shadow	<input type="checkbox"/> Hydrology and Water Quality
<input checked="" type="checkbox"/> Population and Housing	<input checked="" type="checkbox"/> Recreation	<input type="checkbox"/> Hazards/Hazardous Materials
<input checked="" type="checkbox"/> Cultural/Paleontological Resources	<input checked="" type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mineral/Energy Resources
<input checked="" type="checkbox"/> Transportation and Circulation	<input checked="" type="checkbox"/> Public Services	<input type="checkbox"/> Agricultural Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Mandatory Findings of Signif.

1. Effects Found to Be Potentially Significant

This Initial Study evaluates the proposed Subarea Plan and Yerby and UPC projects to determine whether they would result in significant environmental impacts. The designation of topics as “Potentially Significant” in the Initial Study means that the topics will be studied further in the SEIR, to determine whether there would be a significant impact. The proposed Subarea Plan and Yerby and UPC projects could have significant effects on transportation, traffic noise levels, and traffic-related air quality due to the increase in traffic, transit use, and parking demand in the area. Due to the increase in population of the Subarea Plan site, there could be significant effects on recreation facilities, water supply and public services (police and fire). There could also be a significant air quality impact due to the proposed establishment of housing near U.S. 101 (which is a source of diesel particulate emissions). The proposed Subarea Plan and Yerby and UPC

projects could have significant effects on visual quality (views, scenic resources, and visual character), wind, and shadow, due to the proposed building design. Proposed excavation within the Subarea Plan Area could disturb prehistoric archaeological resources and could affect human remains, if present. In addition, the proposed establishment of new policies and zoning requirements and proposed change in character for the Subarea Plan Area could have potentially significant effects on land use and planning. These potential effects will be analyzed in the SEIR.

2. Effects Found Not to Be Significant

The following potential individual and cumulative environmental effects of the proposed Subarea Plan and Yerby and UPC projects were determined either to be less than significant or to be reduced to a less-than-significant level through recommended mitigation measures included in this Initial Study:

- Land Use (division of established community);
- Aesthetics (light and glare);
- Population and Housing (displacement of housing or people);
- Cultural and Paleontological Resources (historic architectural resources, unique paleontological or geologic resources);
- Transportation and Circulation (air traffic patterns);
- Noise (groundborne noise, construction noise, aircraft noise, interior noise);
- Air Quality (construction dust and construction exhaust emissions, odors, toxic air contaminants);
- Recreation (construction of new facilities and existing recreational sources);
- Utilities and Service Systems (wastewater and stormwater);
- Public Services (schools and community facilities);
- Biological Resources;
- Geology and Soils;
- Hydrology and Water Quality;
- Hazards and Hazardous Materials;
- Mineral and Energy Resources; and
- Agriculture Resources.

These items are discussed with recommended mitigation measures, where appropriate, in Sections E and F, and require no further environmental analysis in the SEIR. All mitigation measures identified, including those for interior noise, construction air quality, stormwater runoff, biological resources, geologic hazards, and hazards/hazardous materials, have been agreed to by the Yerby and UPC project sponsors and will be incorporated into the proposed Yerby and UPC projects. For items designated “Not Applicable,” the conclusions regarding potential significant

environmental effects are based upon field observations, staff and consultant experience and expertise on similar projects, and/or standard reference materials available within the Planning Department, such as the California Natural Diversity Database and maps published by the California Department of Fish and Game. For each checklist item, the evaluation has considered both individual and cumulative impacts of the proposed project.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 1a: The Subarea Plan Area is a partly developed, 71-acre site located in southeastern San Francisco. Existing uses within the Subarea Plan Area include the office buildings on the Yerby and UPC project sites and the residential development in St. Francis Bay Phases I and II. Additional residential development in the Subarea Plan Area is under construction or has been approved (Top Vision/St. Francis Bay Phase III in the northeast part of the Plan Area, and Signature Properties/Candlestick Cove in the northwest part of the Plan Area). The Subarea Plan Area is relatively isolated from communities in the vicinity due to physical barriers. Bayview Hunters Point is north and northeast of the Subarea Plan Area beyond and separated by Bayview Hill, and the Little Hollywood and Visitacion Valley neighborhoods are to the west and northwest of and separated by U.S.101.

Implementation of the proposed Subarea Plan and buildout of the proposed Yerby and UPC projects would involve the demolition of the existing office buildings and redevelopment of those sites with residential, retail, and open space uses. The office buildings are partly occupied: as of March 2008, OB 1 was occupied by approximately 27 tenants, OB 2 by 28 tenants, and OB 3 by 14 tenants. One of the leases in OB 1, eight of the leases in OB 2, and nine of the leases in OB 3 will expire after 2009;¹³ the Yerby and UPC project sponsors would work to resolve individual

¹³ Yerby, George, The Yerby Company, personal communication, February 22, 2007, confirmed August 14, 2008; Universal Paragon Corporation, March 2008 Rent Rolls.

tenant and leasing issues as required by the project construction and phasing schedule.¹⁴ The office buildings and their tenants would not be considered an established community.

The proposed Subarea Plan and Yerby and UPC projects would be incorporated into the established network of major streets in the area and would create no impediment to the passage of people or vehicles. The proposed Subarea Plan and Yerby and UPC projects would be implemented entirely within the boundaries of the Plan Area, and would not displace or directly alter off-site uses. For those reasons, the proposed Subarea Plan and Yerby and UPC projects would not physically divide an established community. This conclusion is consistent with the 1999 FSEIR and other prior environmental documents, which considered the land use impacts of buildout of the entire Executive Park area.

Anticipated cumulative development in the Subarea Plan region includes redevelopment in Visitation Valley and the Brisbane Baylands area across U.S. 101; continued redevelopment of the Hunters Point Shipyard and Hunters Point/India Basin areas north of Bayview Hill; and redevelopment of the Candlestick Point/Monster Park stadium area directly to the east. These projects and other anticipated major development in the area would include about 17,000 residential units, 2.9 million gsf of retail uses, 2.8 million gsf of light industrial uses, 6.1 million gsf of office uses, 225,000 gsf of cultural/institutional/educational uses, and about 3,800 hotel rooms.¹⁵

The Subarea Plan Area is physically separated from the cumulative development sites by roads and other physical barriers. Therefore, the proposed Subarea Plan and Yerby and UPC projects would not combine with cumulative development to physically divide an established community.

For these reasons, the proposed Subarea Plan and Yerby and UPC projects would not result in significant adverse effects, either individually or cumulatively, related to division of an established community. This topic will not be discussed further in the SEIR.

Question 1b: The proposed Subarea Plan would establish policies and zoning requirements for the Plan Area; the Yerby and UPC development projects would be required to conform to the Subarea Plan. The potential for conflicts between the Subarea Plan and other environmental plans and policies will be analyzed in the SEIR.

Question 1c: The existing character of the Subarea Plan Area is essentially similar to that described in the 1999 FSEIR. The Plan Area is mainly characterized by three low-rise office

¹⁴ Yerby, George, The Yerby Company, personal communication, March 12, 2008; Scharfman, Jonathan, UPC, personal communication, October 4, 2007.

¹⁵ The population data and projections are based on information provided by the SFCTA and DMJM+Harris. The spreadsheet with the land use assumptions is available for public review, by

buildings and the surrounding surface parking lots, with a gated multi-family residential development at the eastern end. The two residential projects that are approved or under construction will make the Subarea Plan Area more residential in character. The parklands and water that help to define the Plan Area's boundaries – Bayview Hill, Candlestick Point State Recreation Area, and San Francisco Bay – contrast with the busy U.S. 101 along the west boundary, and the large-scale Monster Park stadium to the east. These features isolate the Subarea Plan Area from existing development in the vicinity.

The existing character of the Plan Area vicinity is also similar to the setting description in the 1999 FSEIR. The residential communities of Visitacion Valley and Little Hollywood, commercial corridors along Bayshore Boulevard, Third Street, and Leland Avenue, and industrial uses such as the Sunset Scavenger/San Francisco Recycling & Disposal waste management facilities are west of U.S. 101. The stadium at Monster Park and surrounding surface parking lots are not used most of the year. Bayview Hill Park is an open natural area with passive recreational features, and Candlestick Point State Recreation Area has passive and active recreational facilities. The community of Bayview Hunters Point is physically separated from the Plan Area by Bayview Hill and Candlestick Point.

Implementation of the proposed Subarea Plan and the Yerby and UPC projects would result in the redevelopment of the Yerby and UPC development sites with residential and retail uses with open space features. This redevelopment, when combined with the residential projects in progress, would change the character of the Subarea Plan Area to that of a residential community. The use of the Plan Area would intensify compared to existing conditions, and building heights and density would increase. The use of the Subarea Plan Area would differ relative to the 2000 Approved Development Plan and project analyzed in the 1999 FSEIR. The potential residential population would be higher, and the potential employment would be lower.

The proposed residential and retail uses would be compatible with the residential and retail uses in the nearby neighborhoods. Similar to the mitigation in the 1999 FSEIR, the Subarea Plan incorporates an open space buffer between Executive Park development and Bayview Hill Park; this buffer would help to avoid project impacts on the character of the park. The increased intensity and building heights in the Subarea Plan Area, and their impact on the existing character of the vicinity, will be analyzed in the SEIR. The SEIR will also examine the impacts of cumulative development on existing character.

appointment, as part of the Planning Department case file for this project at 1650 Mission Street, Suite 400, San Francisco.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 2a: The 1985 FSEIR and 1999 FSEIR concluded that development of Executive Park would not “have a substantial negative effect on visual quality or substantially degrade or obstruct a scenic view from public areas.”¹⁶ These environmental documents analyzed the visual impacts of complete buildout of the Executive Park area with multiple office buildings, residences, structured parking, and a hotel. The additional buildings would have had heights of up to 200 feet, with the tallest buildings sited north of Executive Park Boulevard North.

Since that time, development has been approved and is under construction on the Top Vision/St. Francis Bay Phase III and Signature Properties/Candlestick Cove sites in the eastern and northern parts of the Plan Area. The Addendum for the St. Francis Bay Phase III project concluded that the Phase III project would be different than the development analyzed previously for that part of Executive Park, but that the conclusions of the 1999 FSEIR would still apply. The Addendum for the Signature project concluded that the Signature development would be similar to what was analyzed in the 1999 FSEIR, and that the conclusions of the FSEIR would still apply.

Implementation of the proposed Subarea Plan would transform the southern part of the Plan Area from mid-rise office buildings to generally denser, taller residential and retail development. Buildings with heights of up to 240 feet would be allowed. The proposed Yerby and UPC projects combined would replace the three 40- to 48-foot-tall office buildings with multiple mixed-use buildings of up to 240 feet tall. The proposed development would be substantially different from what was analyzed previously.

The 1985 FSEIR noted that the Executive Park site serves as a visual gateway from U.S. 101, due to the prominence of Bayview Hill; impacts on views of and from Bayview Hill and views of the

¹⁶ 1999 FSEIR, p. 116.

Bay were analyzed in the prior documents. The SEIR will analyze whether the proposed Subarea Plan and Yerby and UPC projects would have a substantial adverse effect on these views and other scenic vistas now observed from public areas. The SEIR will also consider cumulative visual impacts, in particular those of the Subarea Plan combined with redevelopment of the Monster Park stadium area to the east.

Question 2b: See the response to Question 2a regarding the visual analysis in the prior environmental documents for the site. The topic of impacts to scenic resources was added to the San Francisco Initial Study Checklist form in 2006. Therefore, the 1985 FSEIR and 1999 FSEIR did not specifically discuss scenic resources as a separate type of impact. However, the prior environmental documents considered the scenic qualities of Bayview Hill (the 1985 FSEIR described it as “scarred and unnatural”) as part of the overall visual analysis.

There are 407 trees within the Yerby and UPC development sites. Implementation of the proposed Subarea Plan would result in the removal of most (or possibly all) of these trees. The proposed Yerby and UPC projects would remove trees to allow for grading and site construction. Seventy-four of the trees are considered “significant” and 28 are considered “street trees” as defined in the Urban Forestry Ordinance (Article 16 of the Public Works Code).¹⁷ However, the Yerby and UPC project sponsors would comply with the landscape guidelines of the Subarea Plan and the requirements of the Urban Forestry Ordinance, including requirements for replacement of significant trees and street trees. There are no other scenic resources within the Subarea Plan Area.

Scenic resources in the Subarea Plan Area vicinity include Bayview Hill Park and San Francisco Bay. Implementation of the Subarea Plan would not remove or directly alter these resources. Nonetheless, the SEIR will discuss the impacts of the project on these features and other scenic resources in the Plan Area vicinity.

Question 2c: See the response to Question 2a regarding the visual analysis in the prior environmental documents for the Subarea Plan Area. The prior environmental documents recognized that development within Executive Park would cause changes in visual character, but concluded that the changes would not be significant. Implementation of the proposed Subarea Plan would replace the three existing office buildings and adjacent parking lots in the southern part of the Plan Area with residential and retail development, parking, and open space. As proposed, the Yerby and UPC projects would include mid-rise and high-rise residential structures, below-ground parking, and several plazas, pedestrian corridors, and open space areas. The impacts of this development on visual character will be analyzed in the SEIR.

¹⁷ Significant trees are those trees within the jurisdiction of the Department of Public Works, or trees on private property within 10 feet of the public right-of-way, that meet certain size criteria. Street trees are trees within the public right-of-way or on land within the jurisdiction of the Department of Public Works. See Section E.12, Biological Resources, of this Initial Study for further discussion.

Question 2d: Current sources of light within the Subarea Plan Area include lighting within the existing office buildings on the Yerby and UPC sites and within the existing residential buildings at St. Francis Bay (for individual apartments and common areas); lighting on the outsides of the buildings; and lighting within the surface parking lots and along Subarea Plan Area roads. The existing buildings and vehicles parked in the Plan Area may be sources of glare. Additional development at St. Francis Bay and the Signature Properties site (approved and under construction) will add to the existing light levels. Existing lighting in the Subarea Plan Area vicinity includes lighting along U.S. 101 and within the Monster Park stadium and parking lots.

Implementation of the Subarea Plan and the Yerby and UPC development projects would replace the existing office buildings and surface parking in the southern part of the Subarea Plan Area with mid-rise and high-rise residential buildings and below-grade parking, and would create a network of local streets and alleys. These changes would introduce additional sources of lighting to the Subarea Plan Area. The proposed buildings would include lighting at the entrances and within common and tenant/private spaces. Lighting for the structured parking would not be visible from off site because the structured parking would be entirely below ground. Given the developed nature of the Subarea Plan Area, the new lighting would not add substantially to light levels. Therefore, the proposed Subarea Plan and Yerby and UPC projects would not generate a new source of substantial light that would adversely affect daytime or nighttime views in the area, and this topic will not be discussed further in the SEIR.

Most of the vehicles within the Subarea Plan Area would use the proposed structured parking and (while parked) would not be visible from off site. Buildings developed in accordance with the Subarea Plan would include transparent or very lightly tinted glass rather than reflective glass, in conformance with Planning Commission Resolution 9212. Therefore, the proposed Subarea Plan and Yerby and UPC projects would not generate obtrusive glare that would adversely affect daytime or nighttime views in the area, and the topic of glare will not be discussed further in the SEIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 3a: Implementation of the proposed Subarea Plan and buildout of the proposed Yerby and UPC projects would include the demolition of the existing office buildings on the Yerby and UPC development sites, and redevelopment of this portion of the Subarea Plan Area with residential, retail, and open space uses. These changes would potentially induce population growth directly through the construction of residential and retail uses.

With implementation of the proposed Subarea Plan and construction of the approximately 1,600 residential units in the proposed Yerby and UPC development projects, residential population within the Subarea Plan Area would increase from about 2,870¹⁸ people (in existing and approved units) to about 6,550 people at full buildout.¹⁹ The net increase of about 3,680 residents would constitute a 128 percent increase in Subarea Plan Area population. The increase would be higher than what was analyzed in the 1985 FSEIR.²⁰ Although Subarea Plan Area population growth with buildout of the proposed development projects would be substantial from a local perspective, the Plan Area is one of the few under-developed areas²¹ in San Francisco with the potential to absorb large amounts of household population growth. The

¹⁸ Combined, the existing residential development and approved and under-construction residential development projects in the Subarea Plan Area currently include about 1,268 residential units. A factor of 2.26 persons per household was used, based on Association of Bay Area Governments (ABAG) Citywide projections (*Projections 2007*). This factor was used instead of the 3.73-person average household size for Census Tract 610 (the tract in which Executive Park is located) because it was more representative of the existing and proposed unit and household sizes.

¹⁹ Based on the 2.30 persons per household forecast for 2025, from ABAG *Projections 2007*.

²⁰ The 1985 FSEIR considered the increased population from 600 dwelling units. The 1999 FSEIR did not analyze growth-inducement impacts.

²¹ Under-developed areas in the City are those parcels that are not developed to their maximum development and zoning potential.

potential adverse impacts of the proposed population growth are analyzed in the other sections of this Initial Study.

The Association of Bay Area Governments (ABAG) *Projections 2007* estimates that San Francisco will gain about 92,600 residents between 2005 and 2025. Future population growth due to the implementation of the proposed Subarea Plan would comprise about four percent of citywide population growth anticipated during this 20-year period.

Cumulatively, buildout of the proposed Subarea Plan and Yerby and UPC projects, in combination with other residential development proposed in nearby areas such as Visitacion Valley, the Brisbane Baylands, Candlestick Point, Hunters Point, and India Basin, is estimated to increase the total population in the project region by about 45,500 people by 2025.²² Of that growth, the cumulative population increase within San Francisco would be about 41,600 people, and would comprise about 45 percent of the anticipated citywide population growth. The impacts of the cumulative development projects, including growth-inducing impacts, will be addressed in the environmental reviews for those projects. The potential for the cumulative population increase to result in growth-inducing impacts and for the project to contribute considerably to any such impacts will be addressed in the SEIR.

Implementation of the proposed Subarea Plan and Yerby and UPC projects would result in changes in business activity in the Subarea Plan Area. About 310,000 gsf of (mainly) office uses would be replaced with about 73,000 gsf of retail uses. Although the office buildings are only partly occupied, it is reasonable to assume that Subarea Plan implementation would not result in a net increase in employment in the Plan Area.²³ Therefore, the proposed Subarea Plan and Yerby and UPC projects would not induce substantial growth or concentration of employment that would cause a substantial adverse physical change to the environment. The proposed Subarea Plan and Yerby and UPC projects also would not contribute to cumulative net increases in employment in the region.

The increase in residential population in the Subarea Plan Area would generate demand for local goods and services. Some of the demand could be met by the approved and proposed retail uses within the Subarea Plan Area. In addition, the departure of office workers from the Subarea Plan Area would offset some of the demand. However, the demand for goods and services could spread to nearby areas such as Little Hollywood, with potential growth-inducing effects. The potential for “spillover effects” was discussed in the 1985 FSEIR, but changes in area conditions

²² The population data and projections are based on information provided by the SFCTA and DMJM+Harris. The spreadsheet with the land use assumptions is available for public review, by appointment, as part of the Planning Department case file for this project at 1650 Mission Street, Suite 400, San Francisco.

²³ As of March 2008, OB 2 and OB 3 were approximately 97 percent to 98 percent occupied; as of August 2008, OB 1 was approximately 40 percent occupied.

and the proposed shift in the types of Subarea Plan Area development warrant further discussion in the SEIR.

The proposed Subarea Plan and Yerby and UPC projects would use much of the existing local road network and would use existing utility connections where possible. As the proposed Subarea Plan is implemented, changes to the local roadway network may be implemented to accommodate the future traffic generated by Subarea Plan development and other future developments. Buildout of the proposed Yerby and UPC projects would require the installation of a new water line that would extend outside of the Subarea Plan Area. The potential growth-inducing impacts of these changes to infrastructure will be analyzed in the SEIR.

Question 3b: The proposed Subarea Plan and Yerby and UPC projects would not displace existing housing because none of the existing residential units in the Subarea Plan Area would be removed. The demolition of the existing office uses on the Yerby and UPC development sites and redevelopment of the sites with residential and retail uses would not likely result in an increase in employment in the Subarea Plan Area. However, the change in employment in the Subarea Plan Area could result in an increase in the demand for housing, conservatively assuming that the new retail employees would be new to the San Francisco Bay Area.

An estimated 338,900 households resided in San Francisco in 2005. By 2025, the number of households is expected to increase to about 377,050, or by about 11 percent.²⁴ Based on assumptions about commute patterns and household size, the proposed Subarea Plan and Yerby and UPC projects could generate a demand for up to 82 new dwelling units in San Francisco (if the retail employees were new to the San Francisco Bay Area).²⁵ These new households would represent less than one percent of the City's estimated household growth by the year 2025 (and would be substantially less than the housing demand identified in the 1999 FSEIR).²⁶ This potential increase in housing demand would be negligible in the context of total households in San Francisco. Implementation of the proposed Subarea Plan and Yerby and UPC projects would add approximately 1,600 units to the City's housing supply. In addition, the Yerby and UPC project sponsors would construct affordable housing in compliance with the Residential Inclusionary Affordable Housing Program. For those reasons, the proposed Subarea Plan and

²⁴ ABAG, *Projections 2007*.

²⁵ This method multiplies the estimated project-related employment (approximately 209 employees) by the proportion of jobs in San Francisco held by people who live in the City (55 percent). This result, the approximate number of project-related employees who would live in the City (115), is divided by the projected number of workers per household in San Francisco (1.4). The estimated housing demand would be 82 units. Based on data from ABAG *Projections 2002* and the Metropolitan Transportation Commission.

²⁶ The project analyzed in the 1999 FSEIR would have generated a demand for about 1,840 new dwelling units. See 1999 FSEIR, p. 117.

Yerby and UPC projects would not result in significant impacts on housing displacement and demand, and this topic will not be discussed further in the SEIR.

Housing demand in and of itself is not a physical environmental effect; an imbalance between local employment and housing can lead to long commutes with associated traffic and air quality impacts. Traffic issues are discussed under Section E. 5 on pp. 35-36, and air quality issues are discussed under Section E. 7 on pp. 43-48.

Question 3c: Implementation of the proposed Subarea Plan and buildout of the proposed Yerby and UPC projects would involve the demolition of three existing on-site office buildings with a total of about 310,000 gsf of commercial space, including about 307,600 gsf of office space and about 2,400 gsf of retail uses. At full occupancy, these existing office buildings were estimated to have approximately 1,120 office employees and approximately 10 retail employees, for a total of approximately 1,130 on-site employees.²⁷ Currently, the office buildings are partly occupied; as of March 2008, OB 1 was occupied by approximately 27 tenants, OB 2 by 28 tenants, and OB 3 by 14 tenants. One of the leases in OB 1, eight of the leases in OB 2, and nine of the leases in OB 3 will expire after 2009. The businesses and employees displaced from the Subarea Plan Area would be expected to relocate, or to have relocated, within San Francisco or elsewhere in the Bay Area.²⁸ In addition, the Yerby and UPC project sponsors would work to resolve individual tenant and leasing issues as required by the project construction and phasing schedule. Business displacement to another Bay Area location could cause some economic impact to individual businesses but given the availability of other space nearby, such temporary displacement would not be a physical environmental impact under CEQA or be expected to cause an environmental impact, and will not be discussed further in the SEIR.

²⁷ Based on a standard multiplier of 275 square feet per employee in office space, based on San Francisco Planning Department transportation analysis guidelines and Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario: Final Technical Memorandum*, prepared for the San Francisco Redevelopment Agency, March 30, 1998. Retail employment density estimated at 350 square feet per employee, based on San Francisco Planning Department transportation analysis guidelines. Totals are rounded to the nearest 10 employees.

²⁸ According to the *San Francisco Business Times*, the current office vacancy rate is 12 percent of direct lease space, a figure that is likely to rise as large financial tenants vacate space. The availability rate (which includes direct lease and sublease space) could approach 20 percent in 2009. See *San Francisco Business Times*, "Soft Market for Offices Looks to Benefit Tenants," January 2, 2009.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
4. CULTURAL AND PALEONTOLOGICAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 4a: The following discussion addresses potential impacts to historic architectural resources. Historic archaeological resources are addressed in the response to Question 4b.

The existing structures on the Yerby and UPC development sites were built in the early 1980s, and are well under 50 years old. The sites contain no buildings included in, or determined eligible for inclusion in, any federal, state, or adopted local register of historic resources (including *Planning Code* Articles 10 and 11), pursuant to CEQA *Guidelines*, Section 15064.5(a)(1) and (2).²⁹ In addition, there is no evidence that any building on the project sites is an historic architectural resource pursuant to CEQA *Guidelines*, Section 15064.5(a)(3). For those reasons, removal of OB 1, OB 2, and OB 3 would not result in significant impacts to historic architectural resources.

None of the buildings in the Subarea Plan Area have been officially designated as historic resources. Buildings within the Subarea Plan Area have been constructed within the last 30 years and there is no evidence in the record to indicate they would satisfy the significance criteria for historical resources under CEQA. Therefore, implementation of the Subarea Plan and Yerby and UPC development projects would not result in any substantial adverse change in the significance of any off-site historic resources, nor conflict with the preservation of any such buildings subject to *Planning Code* Articles 10 or 11. This topic will not be discussed further in the SEIR.

Question 4b: The following discussion addresses potential impacts to prehistoric and historic archaeological resources.

²⁹ See San Francisco Planning Code, Article 10, Appendix A and Article 11, Appendices A and B; see also National Register of Historic Places, <http://www.cr.nps.gov/nr/>, accessed June 6, 2007.

The prior environmental documents noted that cultural deposits associated with a prehistoric midden site have been identified in portions of Executive Park. The site is known as CA-SFR-7, and is also known as Nelson's #387, the Crocker Mound and the Bayshore Mound. The prior documents also noted that other unidentified cultural resources could be present at Executive Park. The 1985 FSEIR included mitigation for potential impacts to archaeological resources, in the form of site monitoring and archaeological testing.

Implementation of the Subarea Plan and the Yerby and UPC development projects would involve a different excavation "footprint" than analyzed in previous EIRs. Although the Yerby and UPC development sites are underlain by fill, excavation below the fill could disturb cultural resources if they are present. In addition, the methods for identifying potential impacts and for mitigation have changed since the time of the prior archaeological studies. Therefore, potential impacts to archaeological resources will be analyzed in the SEIR.

Question 4c: The Subarea Plan Area is partly developed with residential and office buildings and associated uses, and is in an urban area. Therefore, the project would not affect any unique geologic features. As discussed under Topic E.13, Geology and Soils, p. 73, the Yerby development site is underlain by up to 16 feet of fill, with colluvium, alluvium, and marine deposits beneath the fill. The UPC development site is underlain by up to 24 feet of fill, with colluvium beneath the fill in the northern part of the site and alluvium and marine deposits present in the southern part of the site. Franciscan Complex bedrock is also present underneath the northern part of the UPC development site, with shallow bedrock present beneath the northeastern corner; given the extent of the bedrock and the proposed excavation depths (26 feet or less), the UPC project would not involve extensive excavation into the bedrock. For that reason, and given that few prior excavations in San Francisco have unearthed significant paleontological resources, it is unlikely that the project would disturb any unique paleontological resources. Therefore, the proposed Subarea Plan and Yerby and UPC projects would not have significant impacts on unique geologic features or unique paleontological resources, and this topic will not be discussed further in the SEIR.

Question 4d: See the response to Question 4b. Potential impacts to human remains will be addressed in the SEIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Questions 5a–b: The additional residents of the Subarea Plan Area, visitors to the Plan Area, and employees of the proposed residential buildings and commercial uses would place increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The prior environmental documents for Executive Park analyzed the transportation impacts of buildout of the area, but the proposed shift to residential development and changes in area conditions warrant additional analysis. The SEIR will discuss project effects related to transportation and circulation, including project and cumulative impacts on intersection operations, impacts on transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading, as well as impacts during construction.

Question 5c: The Subarea Plan Area is not near an airfield; San Francisco International Airport is about seven miles to the south. This distance is outside of the limit for objects near airports in

the guidance published by the Federal Aviation Administration.³⁰ In addition, the proposed heights of the tallest buildings (240 feet) would not be above the crest of the adjacent Bayview Hill (which reaches an elevation of about 390 feet). For those reasons, the heights of the project buildings would not interfere with or result in any changes to air traffic. Therefore, there would be no impacts on air traffic safety and this topic will not be addressed further in the SEIR.

Question 5d: The proposed Subarea Plan would utilize the existing major roadway network. As the proposed Subarea Plan is implemented, changes to the local roadway network may be implemented to accommodate the future traffic generated by Subarea Plan development. The proposed Subarea Plan includes a network of local streets and alleyways to create a residentially-scaled street pattern; the proposed Yerby and UPC projects would be required to comply with the Plan's circulation and streetscape guidelines.

The proposed Yerby and UPC projects would include curb cuts for entrances to the proposed loading docks and below-grade parking. Proposed curb cuts, loading entries, and auto entries would be designed to be consistent with the proposed Subarea Plan (these Subarea Plan policies are being formulated). Each of the proposed buildings would include no more than one entrance to a loading dock. The potential for these changes in site access and circulation to cause hazards will be addressed in the SEIR.

Question 5e: Implementation of the proposed Subarea Plan and Yerby and UPC projects would result in an increase in the Subarea Plan Area population, but would include multiple points of vehicle access for residents and the public. In addition, the Subarea Plan would require (and the Yerby and UPC projects would provide) multiple points of pedestrian access. However, potential impacts on emergency access will be discussed in the SEIR.

Question 5f: See the response to Question 5a. The SEIR will address this topic.

Question 5g: See the response to Question 5a. The SEIR will address this topic.

³⁰ Federal Aviation Administration, Advisory Circular AC 70/7460-2K, Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace, March 1, 2000, available at [http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/22990146db0931f186256c2a00721867/\\$FILE/ac70-7460-2K.pdf](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/22990146db0931f186256c2a00721867/$FILE/ac70-7460-2K.pdf), accessed October 28, 2008.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Questions 6a–6d, 6g: The 1985 and 1999 FSEIRs analyzed the noise impacts from development at Executive Park. In addition, the 2007 Addendum for the St. Francis Bay Phase III project analyzed the noise impacts from that project plus implementation of the proposed Subarea Plan. The following discussion is based in part on those analyses.³¹ The primary sources of noise in the vicinity of the Subarea Plan Area are automobile and truck traffic, trains, and aircraft overflights. Events at the Monster Park stadium occasionally increase ambient noise levels in the area.

There are a variety of estimates of existing ambient noise levels within Executive Park. Information developed for the San Francisco Department of Public Health indicates that noise levels within Executive Park range from 65 dBA Ldn to 70 dBA Ldn.³² The *San Francisco General Plan* Environmental Protection Element shows noise of 80 dBA, Ldn on U.S. 101 (the

³¹ 1985 FSEIR, pp. 58-61 and 122-124; 1999 FSEIR, pp. 98-109; Top Vision/St. Francis Bay Phase III Addendum, 2007, pp. 59-63.

³² San Francisco Department of Public Health (SFDPH), Executive Park Subarea Plan Health Impact Assessment, draft report, accessed at http://www.thehdmr.org/executive_park.php, September 18, 2008.

noise levels within Executive Park would be lower).³³ Noise modeling conducted for the 2007 Top Vision/St. Francis Bay Phase III Addendum estimated that existing noise levels range from 55.0 dBA Ldn to 57.6 dBA Ldn.³⁴ The highest noise levels modeled were along Alana Way, west of Thomas Mellon Drive and Harney Way; the lowest levels were along Harney Way, west of Jamestown Avenue. Due to the limitations of the model, the modeling estimates do not include traffic on U.S. 101, which is a dominant source of noise in the area. Short-term noise measurements taken for the 1999 FSEIR (p. 103) found noise levels of approximately 61.5 dBA Leq along Harney Way (east of Alana Way) and 63.5 dBA Leq along Thomas Mellon Drive (north of Alana). The 1999 FSEIR notes that noise levels in Executive Park are affected substantially by traffic on U.S. 101, and decrease with distance from the freeway.

The *General Plan* includes a Land Use Compatibility Chart for community noise levels. The chart shows that new residential development within areas of 65 to 70 dBA, Ldn are subject to two potential determinations: (1) such development should be “undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design”; and (2) such development should be discouraged (but if it does proceed, a detailed analysis should be conducted). The Department of Public Health draft impact assessment for Executive Park recommends acoustical evaluation of new construction, investigation of sound walls along U.S. 101 and Harney Way, investigation of the benefits of tree planting, and limits on truck travel along Harney Way.³⁵

The 2007 Top Vision/St. Francis Bay Phase III Addendum included noise measurements outside the Subarea Plan Area, along Blanken Avenue, Tunnel Road, and Jamestown Avenue. The noise levels in those areas ranged from 48.8 dBA Ldn to 56.9 dBA Ldn.

Sensitive receptors within the Subarea Plan Area include the residents of St. Francis Bay Phases I and II; additional residents will move into the Plan Area as part of the St. Francis Bay Phase III and the Signature Properties developments. Residents of the Little Hollywood neighborhood across U.S. 101 and users of the Candlestick Point State Recreation Area are also sensitive receptors.

³³ *San Francisco General Plan*, Environmental Protection Element, Map 2, Thoroughfare Noise Levels, 1974.

³⁴ Noise is measured in decibels (dB). The A-weighted sound level or “noise level” is referenced in units of dB(A). It has been developed because the human ear does not respond uniformly to sounds at all frequencies. A doubling of sound energy results in a 3.0 dB(A) increase in noise levels. A 5.0 dB(A) increase in ambient noise levels is readily noticeable to the human ear and the human ear perceives a 10.0 dB(A) increase in sound level to be a doubling of sound. Ldn is the day-night noise level, and describes the average sound level over a 24-hour period, with a penalty given for nighttime noise events.

³⁵ San Francisco Department of Public Health (SFDPH), Executive Park Subarea Plan Health Impact Assessment, draft report, accessed at http://www.thehdmt.org/executive_park.php, September 18, 2008.

Construction Noise

Construction and demolition activities conducted as part of Subarea Plan implementation would result in temporary on-site and off-site noise increases. Construction activities would include demolition, excavation and hauling, building erection, and finishing. Depending on the type of foundation used, pile driving might be necessary for building foundations. Demolition and grading activities would involve the use of backhoes, tractors, scrapers, graders, and trucks. The use of explosives for demolition is not anticipated.

On-site and off-site noise level increases due to construction and demolition activities would be temporary and intermittent and would occur at different times through the phases of project construction. The magnitude of the construction noise impact typically depends on the type of construction activity, the sound level generated by the various pieces of construction equipment in operation, the duration of the construction noise, the distance between the noise source and receptor, and the presence or absence of noise barriers.

Proposed development within the Subarea Plan Area would occur in multiple phases. As currently envisioned, the proposed Yerby development project would include two phases; construction activities for each phase would last about 23 months. Demolition, excavation, and foundation work, which tends to be noisier because of the trucks and heavy equipment involved, would last about 10 months for the first development phase and 8 months for the second phase.

As currently envisioned, the proposed UPC development project would include approximately four development phases. Construction activities for each phase would last about 15 months. Construction activities for the entire project would occur over a period of approximately five years. Major excavation would take about three months during each development phase.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dB(A) at a distance of 100 feet from the source. The ordinance does not regulate interior noise levels with respect to construction noise. Impact tools (e.g., jackhammers, pile drivers, and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if the noise would exceed the ambient noise level by 5 dB(A) at the project property line, unless the Director of Public Works authorizes a special permit. Compliance with the Noise Ordinance is required by law and would reduce project construction noise impacts to a less-than-significant level. Therefore, project and cumulative construction noise impacts would not be significant, and this topic will not be discussed further in the SEIR. Although construction noise impacts would not be significant, the Yerby and UPC project sponsors would implement construction noise measures (see Improvement Measure Noise-1, p. 105) to minimize the potential effects to residential receptors at Executive Park.

Temporary demolition and construction activities within the Subarea Plan Area could expose nearby sensitive receptors (e.g., residential uses) to elevated levels of groundborne vibration. As stated, Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of the DPW. As compliance with the Noise Ordinance would prevent construction activities from occurring during designated sleeping hours, and due to the temporary nature of the construction activities, potential construction vibration impacts would be reduced to a less-than-significant level.

Foundation construction might involve pile driving. Pile driving would generate temporary noise and vibration that could be considered an annoyance to nearby residents in the St. Francis Bay and Signature developments and residents of early-phase buildings within the Yerby and UPC development sites, as well as to users of nearby open space and recreational facilities. Pile driving could generate noise levels of about 90 dBA at a distance of 100 feet from the pile driver during impact. Noise levels at receptors near the development sites would depend on the receptors' distance from the pile-driving equipment, and on the types of intervening structures. Intervening structures would reduce exterior noise levels by about 5 dBA, and interior noise levels with windows closed would be 15 to 20 dBA less than exterior noise levels.

To minimize the temporary construction noise from pile driving, the Yerby and UPC project sponsors would require construction contractors to predrill holes to the maximum depth feasible based on soil conditions. This feature of the project is included in Mitigation Measure Noise-1, p. 101, and would reduce the number of strikes of the pile-driving hammer needed to drive each pile into its final position. The project sponsors would also require that the contractor limit pile-driving activity to times of the day that would minimize disturbance to neighbors, consistent with the construction hours established in the Noise Ordinance, in consultation with the Director of Public Works. The project sponsors would also provide notice to building owners and occupants within 200 feet of the development site at least 48 hours prior to initiating pile-driving activities, providing dates, hours and expected duration of pile driving, as included in the mitigation measure. Based on this mitigation measure, and given the short-term, temporary period of pile-driving activity, pile-driving noise would not be considered a significant environmental impact. Construction noise impacts will not be analyzed further in the SEIR.

Traffic Noise

Traffic makes the greatest contribution to ambient noise levels in most of San Francisco. As analyzed in the prior environmental documents, development at Executive Park would result in an increase in vehicle trips to and from the Subarea Plan Area, and would increase traffic noise levels in the Plan Area. An approximate doubling of traffic volumes would be necessary to produce an increase in ambient noise levels noticeable to most people.

The 1999 FSEIR found the noise impacts of the increased traffic to and from Executive Park to be less than significant. The off-site noise increases caused by the prior Executive Park development plan would have been less than 3 dBA (what is considered a noticeable increase), and the development's contribution to cumulative noise increases would not have been substantial.

The 2007 Top Vision/St. Francis Bay Phase III Addendum analyzed off-site noise increases from the St. Francis Bay Phase III project plus implementation of the proposed Subarea Plan (and other cumulative development). The increases would range from approximately 4.6 dBA Ldn to 11.6 dBA Ldn. These changes in noise levels would be substantial, and warrant analysis in the SEIR.

Stationary Noise

As with the development analyzed in the prior environmental documents, the proposed Yerby and UPC projects would include mechanical equipment, such as air-conditioning units, that could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would limit noise from building operations, and substantial increases in ambient noise levels due to building equipment noise would not be expected. This topic will not be discussed further in the SEIR.

The proposed Yerby and UPC projects would include truck loading/unloading spaces. At least some of the loading areas would be completely enclosed. In addition, loading and unloading would be expected to occur generally during daytime business hours. For those reasons, noise from loading and unloading activities would not be significant. Therefore, this topic will not be evaluated in the SEIR.

Interior Noise

State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as the California Noise Insulation Standards and are found in Title 24 of the California Code of Regulations. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the noise insulation standards set forth an interior standard of 45 dBA, Ldn in any habitable room and, where such units are proposed in areas subject to noise levels greater than 60 dBA, Ldn demonstrating how dwelling units have been designed to meet this interior standard. If the interior noise level depends upon windows

being closed, the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior environment.

The proposed Yerby and UPC projects involve construction of multi-family buildings, and thus would be subject to Title 24. Given the relatively high traffic noise levels along U.S. 101, the proposed buildings would likely be required to incorporate additional attenuation features. (The installation of sound walls along U.S. 101, recommended by the Department of Public Health report, is not within the authority of the project sponsors.) Therefore, the project sponsors would implement Mitigation Measure Noise-2 (p. 101), which includes a detailed analysis of the noise reduction requirements for the projects and the incorporation of the required features into the project design. In addition, the Department of Building Inspection would review the final building plans to ensure compliance with Title 24 noise standards. For those reasons, the impact of exterior noise levels on the proposed residences would not be significant with regard to Title 24, and this topic will not be discussed further in the SEIR.

Questions 6e–6f: The Subarea Plan Area is not located within two miles of any airport, and is not included within the airport land use plan area for San Francisco International Airport.³⁶ The Subarea Plan Area is not within the 65 dBA CNEL noise contour for San Francisco International Airport.³⁷ Therefore, no impacts would occur as a result of the proposed project, and this topic will not be discussed further in the SEIR.

³⁶ Carbone, Dave, Airport Land Use Committee, City/County Association of Governments of San Mateo County, personal communication, January 22, 2008.

³⁷ Flaa, Richard, Noise Abatement Specialist, San Francisco International Airport, personal communication, August 23, 2007. Confirmed by CNEL 65 noise contour for San Francisco International Airport, online at <http://www.flyquietsfo.com/images/SFO%202001%20NEM%20full.pdf>, accessed October 28, 2008.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
7. AIR QUALITY					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Questions 7a-7e: The Subarea Plan Area is located within the San Francisco Bay Area Air Basin, which is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Since most of San Francisco's topography is below 200 feet in elevation, marine air is able to flow easily across most of the City, making its climate cool and windy. Pollutant emissions in San Francisco are primarily from motor vehicle congestion. Localized pollutants, such as carbon monoxide from vehicles, can build up in "urban canyons," although the winds in San Francisco are generally strong enough to carry the pollutants away from the area before they can accumulate. Winds within the Subarea Plan Area region are generally from the northwest, west-northwest, west, and west-southwest.

Regulation of air pollution is achieved through both federal and state ambient air quality standards and limits for individual sources of air pollutants. An "ambient air quality standard" represents the level of air pollutant in the outdoor (ambient) air necessary to protect public health. As required by the federal Clean Air Act, the United States Environmental Protection Agency (U.S. EPA) has identified criteria pollutants and established National Ambient Air Quality Standards (NAAQS or federal standards) to protect the public health and welfare. NAAQS have been established for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur oxides (SO_x), particulate matter of less than 10 and 2.5 microns (PM₁₀ and PM_{2.5}), and lead (Pb). The California Air Resources Board (CARB) has adopted more stringent ambient air quality standards (state standards) for most of the criteria pollutants.

Construction-Related Impacts

During construction of the Yerby and UPC development projects, the operation of equipment would emit hydrocarbons, NO_x, CO, inhalable particulate matter (PM₁₀) and fine particulate matter (PM_{2.5}). Demolition, excavation, grading, foundation, and other ground-disturbing construction activity would affect localized air quality and cause a temporary increase in particulate dust and other pollutants. Sensitive receptors in proximity to the Yerby and UPC development sites that could be affected by construction include the existing residents of St. Francis Bay Phases I and II, residents of the approved St. Francis Bay Phase III and Signature Properties/Candlestick Cove developments, and residents of the Yerby and UPC sites as the early project phases are completed.

As currently anticipated, demolition, excavation, and foundation work for the proposed Yerby project would last about 10 months for the first development phase and 8 months for the second phase. Major excavation for the UPC would take about three months during each of the four development phases.

Dust emissions during demolition and grading would increase particulate concentrations near the building site(s). A portion of these emissions would likely result from equipment traveling over unpaved areas and such dust emissions would have the greatest nuisance potential. Fugitive dust is emitted during disturbance of soil and as a result of wind erosion over exposed earth. Dustfall can be expected at times on surfaces within 200 to 800 feet of the source.

Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Dust generated from demolition and construction is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. In general, dust generated by demolition and construction activity would result in more of a nuisance than a health hazard in the vicinity of the building site(s). About one-third of the dust generated by demolition and construction activities consists of PM₁₀ or smaller size particles in the range that can be inhaled by humans. Persons with respiratory diseases immediately downwind of the site(s), as well as any unprotected electronics equipment, could be sensitive to this dust.

Dust generation would be highly variable. The amount of dust generated on a given day would be dependent on types and amount of demolition and/or construction activity, as well as meteorological and soil conditions. The highest potential for dust generation occurs during the summer months when winds are highest on average and soil moisture is lowest.

Demolition, excavation, grading, foundation construction, and other ground-disturbing construction activity would temporarily affect localized air quality during demolition, excavation

and shoring, and construction of the foundation, causing temporary and intermittent increases in particulate dust and other pollutants. Excavation and movement of heavy equipment could create fugitive dust and emit nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), reactive organic gases or hydrocarbons (ROG or HC), and particulate matter with a diameter of less than 10 microns (PM10) as a result of diesel fuel combustion. Fugitive dust is made up of particulate matter including PM10 and PM2.5. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in accordance with CEQA Guidelines, has developed an analytical approach that obviates the need to estimate these emissions quantitatively.

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths. Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Demolition, excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust. The project sponsor and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that

result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. For projects over one half-acre, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

Site-specific Dust Control Plans shall require the project sponsor to: submit of a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.

These regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance. This topic will not be discussed further in the SEIR.

Operation-Related Impacts

The BAAQMD has established thresholds for projects requiring a quantified analysis of potential air quality impacts. These thresholds are based on the minimum size of projects that the BAAQMD considers capable of producing air quality problems due to vehicular emissions. The BAAQMD “generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting.”³⁸ Implementation of the proposed Subarea Plan and Yerby and UPC projects would generate vehicle trips that would exceed this screening threshold. Therefore, the SEIR will include an analysis of project and cumulative air quality impacts due to vehicular emissions.

Odors and Toxic Air Emissions

In general, the proposed residential, retail, and supporting uses would not result in objectionable odors. Odors from development within the Subarea Plan Area (such as from vehicle operation or food preparation) would be typical of those in the Subarea Plan region. Odors from food service facilities would be controlled in accordance with BAAQMD Regulation 7 for odorous emissions and applicable requirements of the San Francisco Department of Public Health for proper kitchen filtration and food storage and disposal. Consequently, no significant impacts from odors are expected, and impacts from odors will not be discussed further in the SEIR.

Toxic air pollutants are not expected to occur in any large amounts in conjunction with the operation of buildings within the Subarea Plan Area. Use of the proposed buildings would require the operation of heating and cooling equipment that could emit trace quantities of toxic air contaminants; these emissions would not be substantial. In addition, only common forms of hazardous or toxic materials typically used or stored in conjunction with residences, retail/commercial uses, and health club/spa facilities are expected to occur within the Subarea Plan Area.

In 1998, the California Air Resources Board (CARB) identified diesel particulate matter as a toxic air contaminant based on research indicating that long-term exposure to diesel particulate can increase the risk of a person developing cancer. Based on studies that show health risk from traffic-generated pollutants evident within 1,000 feet of major roadways (particularly for downwind receptors), and that exposure to traffic-generated pollutants is “greatly reduced at approximately 300 feet,” the CARB’s Air Quality and Land Use Handbook recommends that local agencies “avoid siting new sensitive land uses”³⁹ within 500 feet of a freeway [or] urban

³⁸ BAAQMD, *CEQA Guidelines*, December 1999, p. 24.

³⁹ CARB, *Air Quality and Land Use Handbook*, April 2005. Available on the internet at: <http://www.arb.ca.gov/ch/handbook.pdf>. The *Handbook* (p. 2) describes “sensitive land uses” as including residences, schools, day care centers, playgrounds, and medical facilities, as these uses are locations where “sensitive individuals” [“those segments of the population most susceptible to poor air quality (i.e.,

roads with more than 100,000 vehicles/day....”⁴⁰ Some parts of the proposed Subarea Plan Area would be within 500 feet of U.S. 101, which carries approximately 192,000 vehicles per day in the vicinity of the Plan Area.⁴¹ Therefore, the SEIR will include an analysis of potential exposure to diesel particulate matter.

Contribution to Climate Change

Construction and operation of proposed development within the Subarea Plan Area would contribute to long-term increases in greenhouse gases (GHGs) as a result of traffic increases (mobile sources) and residential and commercial building heating (area sources), as well as indirectly, through electricity generation. These incremental increases in GHG emissions associated with project-generated traffic, residential and commercial space heating, and increased energy demand would contribute to regional and global increases in GHG emissions and associated climate change effects. This issue will be evaluated in the SEIR.

children, the elderly, and those with pre-existing serious health problems affected by air quality)"] are most likely to spend time.

⁴⁰ CARB, *Air Quality and Land Use Handbook*, April 2005, p. 4, Table 1-1.

⁴¹ From California Department of Transportation average daily traffic counts for U.S. 101, Traffic and Vehicle Data Systems Unit, <http://traffic-counts.dot.ca.gov/2007all/r101i.htm>, accessed October 28, 2008.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 8a: Executive Park is located near Monster Park stadium, where conditions are typically windy and turbulent. Implementation of the proposed Subarea Plan and the Yerby and UPC development projects would result in an increase in the number of buildings in the Subarea Plan Area, including buildings of up to 240 feet in height. Depending on the size and orientation of the proposed buildings, the proposed Yerby and UPC development projects could result in adverse effects on ground-level winds in the area. The SEIR will include an analysis of potential wind impacts. The SEIR will also include an analysis of potential impacts to windsurfing activities off of Candlestick Point.

Question 8b: Section 295 of the City *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-round. Section 295 restricts new shadow upon public open spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. The Subarea Plan would establish height limits above the 40-foot threshold, and the buildings proposed as part of the Yerby and UPC projects would exceed the threshold. An analysis of project-related shadows will be included in the SEIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Question 9a: The San Francisco Recreation and Park Department administers more than 200 parks, playgrounds, and open spaces throughout the City. System recreation facilities also include 15 recreation centers, 9 swimming pools, 5 golf courses, and more than 300 athletic fields, tennis courts, and basketball courts.⁴² The Subarea Plan Area is within Recreation and Park Neighborhood Service Area 7, which encompasses Bayview Hunters Point and areas west of U.S. 101 and includes about 26 parks, playgrounds, and recreation centers.

Candlestick Point State Recreation Area, a 252-acre regional open space with active and passive recreational opportunities,⁴³ is directly south of the Subarea Plan Area. Bayview Hill Park,⁴⁴ a 44-acre natural open space area, is atop Bayview Hill, just north of the Subarea Plan Area. The Monster Park stadium and associated parking at 602 Jamestown Avenue are directly east of the Subarea Plan Area. Other park and recreation facilities in the vicinity include Gilman Playground at Two Giants Drive, about 1.5 mile northeast of the Subarea Plan Area; Bayview Playground and Martin Luther King Pool at 5601 Third Street, about 2.0 miles north of the Subarea Plan Area; Little Hollywood Community Park at Lathrop and Tocoloma Avenues, about 0.5 mile west of the Subarea Plan Area; Louis Sutter Playground at the intersection of University and Wayland Streets, about 2.5 miles northwest of the Subarea Plan Area; Visitacion Valley Playground at the intersection of Cora Street and Leland Avenue, about 1.0 mile west of the Subarea Plan Area; Herz Playground at the intersection of Hahn Street and Visitacion Avenue, about 1.5 miles west

⁴² San Francisco Recreation and Park Department, http://www.parks.sfgov.org/site/recpark_index.asp?id=24168, accessed October 28, 2008; San Francisco Recreation and Park Department, Recreation Assessment Report, August 2004, p. 21, at http://www.parks.sfgov.org/wcm_recpark/Notice/SFRP_Summary_Report.pdf, accessed October 28, 2008.

⁴³ Candlestick Point State Recreation Area park brochure, <http://www.parks.ca.gov/pages/519/files/CandlestickPt.pdf>, accessed October 28, 2008.

of the Subarea Plan Area; and John McLaren Park at the intersection of Mansell Street and Visitacion Avenue, about 1.5 mile west of the Subarea Plan Area. Combined, these locations offer one ball field, one multi-use field, a swimming pool, two recreation centers, two outdoor basketball courts, and nine tennis courts.⁴⁵

The Recreation and Open Space Element (“Open Space Element”) in the *General Plan* notes that “While the number of neighborhood parks and facilities is impressive, they are not well distributed throughout the City...The [unequal distribution] merits correction where neighborhoods lacking parks and recreation facilities also have relatively high needs for such facilities.” The Open Space Element defines “high need areas” as areas with high population density or high percentages of children, seniors, or low-income households relative to the City as a whole. The Open Space Element defines “deficient” areas as areas that are not served by public open space, areas with population that exceeds the capacity of the open spaces that serve it, or areas with facilities that do not correspond well to neighborhood needs.

The high need areas and deficient areas are shown on Figures 3 through 8 and Map 9 of the Open Space Element, and are based on information from the 1980 U.S. Census. The figures show that the Subarea Plan Area is not within a “high need” area for any of the demographic categories studied. The *General Plan* figures also show the Subarea Plan Area to be served by public open space. Draft updated versions of the maps reflecting 2000 U.S. Census data show that the Subarea Plan Area is not within an area considered “high need” according to any of the Open Space Element criteria, and that the Subarea Plan Area is not considered a high priority for recreation and open space improvements. However, the updated maps show that areas to the north and west of the Subarea Plan Area are considered “high need,” and that parts of those areas have service gaps.⁴⁶

In August 2004, the San Francisco Recreation and Park Department published a Recreation Assessment Report that evaluates the recreation needs of San Francisco residents. Nine service area maps were developed for the Recreation Assessment Report. The service area maps were intended to help the Recreation and Park Department assess where services are offered, how equitable the service delivery is across the City, and how effective the service is as it applies to

⁴⁴ This park is also referred to as Bayview Hill Natural Area in the facility listings on the San Francisco Recreation and Park Department website: http://www.parks.sfgov.org/site/recpark_index.asp?id=1503#b, accessed October 28, 2008.

⁴⁵ San Francisco Recreation and Park Department, Recreation Assessment 2004, Maps, at http://www.parks.sfgov.org/site/recpark_index.asp?id=27310, accessed October 28, 2008. The Gilman Clubhouse and Visitacion Valley Center are Level 3 recreation facilities. Level 3 facilities offer clubhouses, fields, and after-school programs.

⁴⁶ Service gaps are areas identified as not being served by public parks and open space, based on population data and facility service areas. San Francisco Department of Recreation and Parks, *Recreation and Park Acquisition Policy*, Second Public Draft, November 7, 2005, attached as Appendix C to the 2005 Capital Plan Update, http://parks.sfgov.org/site/capimp_index.asp?id=36403, accessed October 28, 2008.

the demographics of the service area. The maps (which were developed based on population served rather than distance) show that the Subarea Plan Area is within the defined service areas for the nearest Recreation and Park ball fields, pools, and outdoor basketball courts in the City, and is not within the service areas for the nearest multi-use/soccer fields, recreation centers, or tennis courts. Compared to the standards recommended in the report, additional ball fields, multi-use/soccer fields, and outdoor basketball courts are needed for the City as a whole.⁴⁷

With implementation of the proposed Subarea Plan and construction of the approximately 1,600 residential units in the proposed Yerby and UPC development projects, residential population within the Subarea Plan Area would increase from about 2,870 people (in existing and approved units) to about 6,550 people at full buildout. The increase of about 3,680 residents would constitute a 128 percent increase in Subarea Plan Area population. The anticipated Subarea Plan Area population would be higher than that analyzed in the 1985 FSEIR or 1999 FSEIR.

The proposed Subarea Plan would provide for recreation and open space through the Recreation and Open Space Element of the Plan, which includes Policy 1, "Provide convenient access to a variety of recreation opportunities." The Subarea Plan includes proposed open spaces within the Subarea Plan Area and a network of pedestrian paths. The pedestrian paths would provide connections within the Subarea Plan Area and from the Plan Area to other locations, including the Candlestick Point State Recreation Area, which provides recreational opportunities.

The proposed Yerby and UPC projects would provide open spaces on site for project residents. The proposed Yerby project would provide private open space for some of the individual units, and common open space in the form of landscaped courtyards. The UPC project also would provide private open space for individual units and landscaped courtyards. In addition, the UPC project would provide several publicly accessible open spaces. Together, the Yerby and UPC projects would also provide a publicly accessible park in the southeastern corner of the Yerby development site. These open spaces would be intended to comply with the proposed Subarea Plan and the *Planning Code* requirements for open space, and they would help to meet the demand for parks and open space generated by Subarea Plan development. .

The increase in population from Subarea Plan implementation would increase the demand for park and recreation facilities. The additional Subarea Plan Area development would contribute to cumulative demand for recreational facilities that exceeds the recommended service population of some of the nearest City-operated recreation facilities such as soccer fields, recreation centers, or tennis courts

The impact of the proposed project on recreation will be discussed in the SEIR.

⁴⁷ San Francisco Recreation and Park Department, Recreation Assessment 2004, pp. 20-23 and Maps, at

Question 9b: As noted previously, implementation of the proposed Subarea Plan and Yerby and UPC projects would provide open spaces in the Subarea Plan Area for project residents and the general public. The impacts from construction of those spaces are addressed elsewhere in the Initial Study, as part of the analysis of the project as a whole.

Question 9c: See Response to Question 9a above. (Potential visual and biological impacts on Bayview Hill Park are discussed under Section E.2, Aesthetics, pp. 26-27, and Section E.12, Biological Resources, pp. 66-70.) Therefore, there would be no impact and this topic will not be analyzed further in the SEIR.

http://www.parks.sfgov.org/site/recpark_index.asp?id=27310, accessed October 28, 2008.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Subarea Plan Area and vicinity are currently served by public utilities and service systems, including provision of water, wastewater collection and treatment, and solid waste collection and disposal. The proposed Subarea Plan would increase the intensity of development in the Subarea Plan Area and consequently increase demand for and use of public utilities.

Questions 10a through 10e: The following discussion addresses potential impacts related to water and wastewater services and systems.

Citywide water use in 2000 (the most recent year reported in the 2005 Urban Water Management Plan, or UWMP) was approximately 84 mgd, of which about 57 percent was for residential customers and about 34 percent for business.⁴⁸ Citywide total water demand in San Francisco is expected to decrease slightly between 2000 and 2030, in spite of a projected increase in the City's population. Lower total residential water use is expected because household use rates are

⁴⁸ Most of the remaining 9 percent was considered "unaccounted" water, which includes necessary, but unmetered uses such as fire fighting, main flushing, and storage facility cleaning, as well as losses due to leaking pipes.

expected to decrease, due to an anticipated decrease in the number of people in each housing unit and the increased use of water-efficient plumbing fixtures.⁴⁹

Total system-wide demand (which includes San Francisco plus other cities and counties, water districts, and institutional users) is projected to increase to 300 mgd by 2030. The City's 2005 UWMP projects that, during normal precipitation years, the SFPUC will have adequate supplies to meet the projected demand. During multiple dry years, however, additional water sources will be required.⁵⁰ To address this issue, the SFPUC has embarked on a multi-year program, called the Water System Improvement Program (WSIP), to rebuild the water system.⁵¹ The Planning Commission certified a program environmental impact report (PEIR) for the WSIP on October 30, 2008, and on the same day, the SFPUC approved a variant of the originally proposed WSIP, the Phased WSIP Variant, which provides a plan for meeting water supply needs in the SFPUC service area through 2018. The SFPUC intends to embark on a further planning effort prior to 2018 to determine water demand and supply options to meet 2030 demand.

All major development projects in San Francisco, including the cumulative projects in the Subarea Plan region, are required to determine whether they are accounted for in the UWMP, and if necessary, conduct an assessment to determine the projects' impacts to water supply. In addition, the SFPUC is undertaking a number of efforts to meet projected system-wide demand and ensure the reliability of the system's water supply.

The impact of the proposed project on water supply will be discussed in the SEIR.

To distribute water to the proposed Yerby and UPC projects, installation of a new water main would be required. The impacts of construction of the water main on noise and air quality are addressed elsewhere in this Initial Study.

Wastewater/Stormwater

The Subarea Plan Area is served by the Southeast Water Pollution Control Plant, which treats all of San Francisco's eastside (Bayside watershed) sewage flows during dry weather. During wet weather, the Southeast Plant is supplemented by the North Point Wet Weather Facility and a series of storage and transport boxes. When wet-weather flows exceed the capacity of the overall system, the excess is discharged from 29 combined sewer overflow (CSO) structures located along the waterfront. All discharges are operated in compliance with permits issued by the

⁴⁹ SFPUC, Urban Water Management Plan, http://sfwater.org/mto_main.cfm/MC_ID/13/MSC_ID/165/MTO_ID/286, accessed October 28, 2008, pp. 42-43.

⁵⁰ SFPUC, Urban Water Management Plan, p. 47.

⁵¹ SFPUC, "Notice of Changes to Water System Improvement Program AB 1823 (March 8, 2006)," available at http://sfwater.org/detail.cfm/MC_ID/13/MSC_ID/167/C_ID/3007, accessed October 28, 2008.

Regional Water Quality Control Board and with the U.S. EPA's Combined Sewer Overflow Control Policy.

The Bayside watershed is divided into smaller watersheds; the Subarea Plan Area is in the Sunnydale watershed. Stormwater runoff and sanitary sewage from the Subarea Plan Area flow to 12-inch sewers that connect to a 30-inch-by-45-inch interceptor sewer under Harney Way. No stormwater flows directly from the Subarea Plan Area to the Bay.

In 2005, the SFPUC launched a citywide \$150 million 5-Year Wastewater Capital Improvement Program (CIP) to improve the reliability and efficiency of the combined system. The program is aimed at reducing flood risk in many neighborhoods, upgrading treatment plants, and curbing wastewater odors at the Southeast Plant. One of the projects in the CIP is the Sunnydale Auxiliary Sewer Project, which involves the construction of an auxiliary sewer tunnel from the Sunnydale drainage basin (Bayshore Boulevard) to the Sunnydale Transport/Storage facility southwest of Monster Park. The tunnel and associated improvements are intended to address flooding in Visitacion Valley. Completion of the project is expected in 2011.⁵²

The SFPUC also is in the midst of a Sewer System Master Planning process to develop a long-term strategy for the management of the City's wastewater and stormwater; to address system deficiencies, community impacts, public interests, and future needs; and to maximize system reliability and flexibility. The Master Plan, which will undergo separate CEQA review, is expected to be completed in approximately 2010.⁵³

Implementation of the Subarea Plan would involve the redevelopment of the Yerby and UPC development sites with residential buildings, below-grade parking, and open spaces, as well as changes to the Subarea Plan Area circulation network. With the proposed Subarea Plan, the number of residences in the Subarea Plan Area would be substantially higher than analyzed in the 1985 FSEIR and 1999 FSEIR, but there would be no office space (as opposed to the substantial amount of office space analyzed in the prior FSEIRs). Without mitigation, the proposed Yerby and UPC projects would result in an increase in impervious surfaces. These changes in site population and impervious surfaces would result in changes to area sewage and stormwater flows.

The San Francisco Department of Public Works conducted an analysis of future sewage and stormwater flows from the Subarea Plan Area. The analysis considered the flows associated with Subarea Plan Area buildout (including the proposed Yerby and UPC projects). The analysis concluded that the existing sewer lines were adequate to carry the peak flows from the five-year

⁵² SFPUC, 5-Year Wastewater CIP, 4th Quarter Report Fiscal Year 07-08, Sewer Improvement, http://sfwater.org/detail.cfm/MC_ID/14/MSC_ID/119/C_ID/4156, accessed October 28, 2008.

⁵³ SF Sewer System Master Plan, Project Updates, <http://www.sfsewers.org/projectupdates.asp>, accessed September 19, 2008.

storm.⁵⁴ Therefore, the proposed Subarea Plan and Yerby and UPC projects would not have significant effects on the combined sewer system.

An increase in impervious surfaces within the Subarea Plan Area could contribute to the number and volume of combined sewer discharges during wet weather. For that reason, the SFPUC focuses on stormwater runoff as the means of minimizing wastewater impacts on the combined system.⁵⁵ SFPUC is developing a policy that would require new development and redevelopment projects in San Francisco to incorporate “green” stormwater runoff management practices (often called Best Management Practices or Low Impact Design approaches) to maximize infiltration and reduce runoff (and the pollutants carried by runoff).⁵⁶ Examples of candidate “green” stormwater management practices include using vegetated swales in place of gutters, installing green roofs, using pervious paving, and creating unpaved open space. Implementation of these techniques helps reduce the volume of runoff entering the combined sewer system, and reduces combined sewer discharge volumes.

The Subarea Plan calls for the use of “green streets” principles wherever possible, including alternative paving materials and landscaping that increases permeability. The Subarea Plan also calls for an analysis of techniques such as vegetated swales, porous pavement, green roofs, and catch basins to slow stormwater flows and treat pollutants. In addition, the Yerby and UPC project sponsors would implement design features and techniques to achieve a “no net increase” standard for stormwater runoff from the project sites. This commitment is included in Mitigation Measure Stormwater-1 on p. 101. Meeting this standard would reduce project and cumulative impacts on the combined sewer system to a less-than-significant level.

Section E.14, Hydrology and Water Quality, pp. 81-88, addresses the potential for the increase in the volume of CSO discharges to degrade water quality, in the context of the City’s compliance with existing regulatory requirements and ongoing planning efforts.

In light of the above, impacts related to wastewater would be less than significant, and will not be discussed in the SEIR.

Questions 10f-10g: According to the California State Integrated Waste Management Act of 1989, San Francisco is required to adopt an integrated waste management plan, implement a program to reduce the amount of waste disposed, and have its waste diversion performance periodically reviewed by the Integrated Waste Management Board. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling,

⁵⁴ Moore, Gregory A., P.E., San Francisco Public Utilities Commission, letter to Jason Lin, UPC, May 24, 2007.

⁵⁵ Ho, Ed, Engineer, SFPUC, personal communication, March 13, 2008.

composting, reuse, and other efforts while 700,000 tons went into landfill. The diversion percentage increased from 52 percent reported in 2001.⁵⁷

Solid waste generated in San Francisco is transported to, and disposed of at, the Altamont Landfill in Alameda County. The Altamont Landfill has a permitted maximum disposal of 11,500 tons per day and received about 1.31 million tons of waste in 2005 (the most recent year reported by the state). The remaining permitted capacity of the landfill is about 45.7 million cubic yards; with this capacity, the landfill can operate until 2029.⁵⁸ Although the increased residential population and commercial activity resulting from Subarea Plan implementation would incrementally increase total waste generation from the City, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition in the landfill. Given this, and given the long-term capacity available at the Altamont Landfill, the proposed Subarea Plan and Yerby and UPC projects would not result in this or any other landfill exceeding its permitted capacity, and would result in a less-than-significant impact. For these reasons, solid waste will not be discussed in the SEIR.

⁵⁶ SFPUC, http://sfwater.org/msc_main.cfm/MC_ID/i4/MSC_ID/361, accessed October 28, 2008.

⁵⁷ City and County of San Francisco, Office of the Controller, Community Indicators Report, http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/recycling/recycling.htm, accessed October 28, 2008.

⁵⁸ California Integrated Waste Management Board, Active Landfill Profiles, Altamont Landfill, <http://www.ciwmb.ca.gov/Profiles/Facility/Landfill/LFProfile1.asp?COID=3&FACID=01-AA-0009>, accessed October 28, 2008.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Subarea Plan Area is currently served by public services, including provision of fire suppression and emergency medical services, police protection, public schools, and recreational facilities. The proposed Subarea Plan and Yerby and UPC projects would increase the intensity of residential development in the Subarea Plan Area, and consequently would increase demand for and use of some public services. The following discussion addresses potential impacts to fire and police protection, school services, and other community facilities. Impacts on recreation are discussed under Question E.9 on pp. 50-53.

Fire Protection

The San Francisco Fire Department (SFFD), headquartered at 698 Second Street, provides fire suppression and emergency medical services to the City and County of San Francisco, including the Subarea Plan Area. The SFFD consists of three divisions, which are further divided into 10 battalions and 42 active stations located throughout the City. The SFFD includes approximately 1,700 firefighting and emergency personnel, approximately 2.28 personnel for every 1,000 residents. The SFFD does not have adopted standards or performance objectives for response times or service ratios. However, a review against National Fire Protection Agency standards indicates that the SFFD meets national standards for response times and staffing.⁵⁹

The Subarea Plan Area is located within the southeastern part of San Francisco, and is served by Division Three of the SFFD. The first responder to the Subarea Plan Area is Station 17, at 1295 Shafter Avenue (about 1.9 miles away). Other fire stations in the vicinity include Station 44, at 1298 Girard Street (about 1.3 miles away); Station 42, at 2430 San Bruno Avenue

⁵⁹ From Office of the Controller, City and County of San Francisco, "A Review of the San Francisco Fire-EMS System," April 2004, http://www.sfgov.org/site/controller_page.asp?id=24430, p. C-3, accessed October 28, 2008.

(about 2.3 miles away); and Station 25, at 3305 Third Street (about 4.4 miles away).⁶⁰ Three of the stations have advanced life support (ALS) engine companies; Station 17 also has a medic unit and a truck company. The SFFD is proposing to build stations in the Bayview Hunters Point neighborhood and the Mission Bay Business District; timelines for construction have not been determined.⁶¹

The San Francisco Fire Department provides unified emergency medical services (EMS) in the City, including basic life support (BLS) and ALS services. In addition, several privately-operated ambulance companies are authorized to provide BLS and ALS services.⁶² In 2005, the San Francisco Fire Commission authorized a reconfiguration of EMS in the City over a period of three years, including the hiring and training of paramedic and EMT personnel, among other changes.⁶³

The 1999 FSEIR (p. 123) concluded that Executive Park development would create little additional demand for fire services in the area. In addition, the project analyzed in the 1999 FSEIR included measures to minimize the need for fire services, and the SFFD would review circulation plans and building plans to ensure adequate access. The 1999 FSEIR also determined that the increase in demand would not require the construction of any new fire prevention facilities. For those reasons, the 1999 FSEIR concluded that impacts to fire protection services would be less than significant.

Implementation of the proposed Subarea Plan and Yerby and UPC projects would result in an increase in the number of fire suppression and emergency medical service calls received from the Subarea Plan Area, compared to existing conditions. The proposed development would also result in an increase in residential population compared to what was analyzed in the 1999 FSEIR. The SFFD has determined that the proposed increase in residential units would increase the Department's call volume to the area significantly, and could result in an adverse impact to SFFD response times.⁶⁴

⁶⁰ From Office of the Controller, City and County of San Francisco, "A Review of the San Francisco Fire-EMS System," April 2004, http://www.sfgov.org/site/controller_page.asp?id=24430, p. C-3, accessed October 28, 2008; San Francisco Fire Department, http://www.sfgov.org/site/sffd_page.asp?id=57819, accessed October 28, 2008; distances calculated with www.mapquest.com.

⁶¹ Hayes-White, Joanne, Chief of Department, San Francisco Fire Department, written communication, May 17, 2007.

⁶² San Francisco Emergency Medical Services Agency, <http://www.sanfranciscoems.org/> (EMS System Providers), accessed October 28, 2008.

⁶³ San Francisco Fire Commission, Resolution 05-4, EMS Reconfiguration, adopted March 24, 2005, from http://www.sfgov.org/site/firecomm_page.asp?id=33532, accessed October 28, 2008.

⁶⁴ Hayes-White, Joanne, Chief of Department, San Francisco Fire Department, written communication, May 17, 2007.

The anticipated cumulative development that would be likely served by Station 17 includes the Hunters Point Phase I and Hunters View projects; the continued redevelopment of the Hunters Point Shipyard north of Bayview Hill; and redevelopment of the Candlestick Point/Monster Park stadium area directly to the east. These projects would include about 12,400 residential units, 0.9 million square feet of retail uses, 2.0 million square feet of R&D uses, 0.2 million square feet of office uses and about 500 hotel rooms. The cumulative increase in demand for fire protection services would be substantial.

The impact of the proposed project on fire protection services will be discussed in the SEIR.

Police Protection

The San Francisco Police Department (SFPD), headquartered at 850 Bryant Street, provides police protection for the City and County of San Francisco including the project site. The SFPD consists of 4 Bureaus and 10 Districts located throughout the City, and the Department employs approximately 2,370 sworn officers. The SFPD does not have an adopted standard for the ratio of officers per population or developed acreage, and bases its staffing levels on the number of service calls and crime incidents. The Bayview Police Station has jurisdiction over the Subarea Plan Area and vicinity.⁶⁵

The Bayview District has a population of about 60,000 people (about 10 percent of the City total) and covers about 8 square miles (about 18 percent of the City total). From 2002 through 2007, there were approximately 424,000 calls for service in the Bayview District (about 10 percent of the total). Bayview is considered to have a relatively higher demand for police services because of poverty within parts of the district. Citywide, crime rates have not changed substantially over the past five years.⁶⁶

SFPD, in conjunction with the San Francisco Controller's office, conducted an analysis of SFPD station boundaries. The station boundaries study was one of three planning studies that comprise the Police Effectiveness Review, a comprehensive review of the operations, structure, and personnel resources of SFPD. The station boundaries study found that the existing 10 SFPD district stations do not meet the current and future needs of the City. The study recommended that the number of SFPD districts be consolidated from 10 to 5, in order to increase the number of officers on patrol, redistribute workload, concentrate unified crime planning and police operations, and provide for efficient replacement and retrofit of the existing stations (among other

⁶⁵ San Francisco Police Department, http://www.sfgov.org/site/police_index.asp?id=19971, accessed October 28, 2008; Lazar, Lieutenant David, SFPD Field Operations Bureau, written communication, July 13, 2007; meeting with SFPD staff regarding Candlestick Point/Hunters Point Shipyard Redevelopment Plan, April 22, 2008.

⁶⁶ Public Safety Strategies, *San Francisco Police Department, District Station Boundaries Analysis*, May 13, 2008, pp. 46, D4. Available on the internet at <http://www.sfpolicereview.org/about.shtml>, accessed October 28, 2008.

benefits). With regard to the Bayview District, the study concluded that the existing station would need improvement to accommodate additional officers, and that there was potential for station expansion. The station boundaries study has not been officially adopted by the City, and it is not known whether the study's recommendations will be implemented.⁶⁷

The 1999 FSEIR (p. 123) concluded that Executive Park development would create little additional demand for police services in the area. In addition, the project analyzed in the 1999 FSEIR included measures to minimize the need for police services. The 1999 FSEIR also determined that the increase in demand would not require the construction of any new police facilities. For those reasons, the 1999 FSEIR concluded that impacts to police protection services would be less than significant.

Implementation of the proposed Subarea Plan and Yerby and UPC projects would result in an increase in the number of police service calls received from the Subarea Plan Area, compared to existing conditions. The proposed development would also result in an increase in residential population compared to what was analyzed in the 1999 FSEIR.

The anticipated cumulative development that would be likely served by Bayview Station includes redevelopment in Visitacion Valley across U.S. 101; continued redevelopment of the Hunters Point Shipyard/India Basin areas north of Bayview Hill; and redevelopment of the Candlestick Point/Monster Park stadium area directly to the east. These projects would include about 15,200 residential units, 1.1 million gsf of retail uses, 2.0 million gsf of R&D uses, 1.5 million square feet of office uses, 25,000 gsf of cultural/institutional/educational uses, and about 800 hotel rooms. The cumulative increase in demand for police protection services would be substantial. Specifically, SFPD has indicated that the Candlestick Point/Hunters Point redevelopment project would itself generate the need for an additional station, to house approximately 60 officers.⁶⁸

The impact of the proposed project on police protection services will be discussed in the SEIR.

Schools

The project site is within the attendance districts for El Dorado Elementary School, Visitacion Valley Middle School, Philip and Sala Burton Academic High School, and June Jordan School for Equity. However, the San Francisco Unified School District (SFUSD) has a "choice-based" enrollment system, whereby parents submit an application with a list of school choices and the

⁶⁷ San Francisco Police Department, *District Station Boundaries Analysis*, pp. 20, 53-57, 69-71.

⁶⁸ Meeting with SFPD staff regarding Candlestick Point/Hunters Point Shipyard Redevelopment Plan, April 22, 2008.

District assigns students based on available openings, attendance areas, and a lottery process.⁶⁹ For that reason, the following discussion focuses on conditions in the District as a whole.

Student enrollment in the SFUSD has been decreasing steadily for more than 10 years. During the 2008-2009 academic year, total enrollment is 55,497, a decline of about 10.9 percent from the 62,300 students enrolled during the 1994-95 academic year.⁷⁰ Private school enrollment has also been decreasing, with student enrollment almost eight percent less for the 2004-05 academic year than student enrollment for the 1999-2000 academic year.

To estimate the number of students generated by new housing development, the SFUSD employs a student generation rate of 0.125 students per new multi-family housing unit for planning purposes.⁷¹ Based on this factor, the proposed Subarea Plan would generate about 200 students. The Subarea Plan would generate a higher number of students than analyzed in the 1985 FSEIR.⁷²

The Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50), restricts the ability of local agencies, such as the City and County of San Francisco, to deny land use approvals on the basis that public school facilities are inadequate. The payment of development impact fees is intended to compensate for potential impacts to local school districts that may be attributed to new developments. Development impact fees are based on the type of land use and its size, rather than the anticipated number of new students that may be generated. The current SFUSD fees (among others) are \$2.24 per square foot of residential development and \$0.18 per square foot of retail development.⁷³

Local jurisdictions are precluded under state law (SB 50) from imposing school-enrollment-related mitigation beyond the school development fees. The collection of these fees, therefore, is considered under SB 50 to fully mitigate any potential effects associated with additional development that could result from implementation of the proposed Subarea Plan and Yerby and UPC projects, and the impact would be considered less than significant. Impacts to schools will not be discussed further in the SEIR.

⁶⁹ San Francisco Unified School District, <http://portal.sfusd.edu/> (Departments/ Educational Placement Center / Student Assignment System/ School Maps), accessed October 28, 2008.

⁷⁰ San Francisco Unified School District, <http://portal.sfusd.edu/template/default.cfm?page=about.glance>, accessed October 28, 2008.

⁷¹ Smith, Philip, Director, Real Estate, San Francisco Unified School District, email communication with Turnstone Consulting, October 30, 2008.

⁷² The 1999 FSEIR did not include an analysis of impacts to schools.

⁷³ Smith, Philip, Director, Real Estate, San Francisco Unified School District, email communication with Turnstone Consulting, October 30, 2008.

Other Community Facilities

The two closest libraries to Executive Park site are the Visitacion Valley Branch and the Bayview/Anna E. Waden Branch of the San Francisco Public Library. The Visitacion Valley Branch is at 45 Leland Avenue, about 0.7 mile west of the Subarea Plan Area; the Anna Waden Branch library is approximately 2.0 miles north of the Subarea Plan Area.

In November 2000, San Francisco voters passed Proposition A, the \$105.9 million Branch Library Improvement Program. Combined with other state and local public and private fund sources, this program was designed to renovate 19 branches (including the Bayview/Anna E. Waden branch), replace four leased facilities with City-owned branches, and construct a new branch in Mission Bay. Since that time, the funds allocated to the Bayview library branch have increased, and the Library Commission has decided to study several options for building a new branch library.⁷⁴ Construction of a new 8,500-square-foot Visitacion Valley Branch is expected to be complete by 2010.⁷⁵

The Subarea Plan vicinity is also served by the Southeast Community Facility (SECF) at 1800 Oakdale Avenue. The SECF is intended to further the gainful employment of residents in the community; create opportunities for them to participate in educational programs; establish and expand opportunities for children's daycare; and provide information and resources for the enhancement and growth of the community as a whole.

Implementation of the proposed Subarea Plan and Yerby and UPC projects would result in an increase in residential population in the Subarea Plan Area. The increased population would cause a corresponding increase in the demand for other community facilities. However, development within the Subarea Plan Area (including the proposed Yerby and UPC projects) would be subject to the Visitacion Valley Community Facilities and Infrastructure Fee and Fund, which was established in November 2005. This \$4.58-per-square-foot fee on new residential

⁷⁴ San Francisco Public Library, Bayview/Anna E. Waden Branch Renovation, <http://sfpl.lib.ca.us/news/blip/bayviewsurvey.htm>, accessed June 27, 2008.

⁷⁵ San Francisco Public Library, New Construction – Visitacion Valley Branch, <http://sfpl.lib.ca.us/news/blip/visvalleyconstruction.htm>, accessed June 27, 2008.

development in the Visitacion Valley area is deposited in a “Visitacion Valley Community Facilities and Infrastructure Fund” to mitigate impacts from new residential development in Executive Park and elsewhere on public infrastructure in Visitacion Valley. Among other purposes, the fee revenues are to be used for libraries and community facilities. In addition, the proposed Yerby development project would include a community center for use by Executive Park and other area residents. For those reasons, the proposed Subarea Plan and Yerby and UPC projects would not have a significant effect on other community facilities, and this topic will not be discussed further in the SEIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Questions 12a-12d: The Yerby and UPC development sites are developed with office buildings, streets, and parking lots. Vegetation consists of trees and landscaping, which is disturbed on a regular basis by landscape maintenance. (The trees within the development sites are described in the response to Question 12e below.) The remainder of the Subarea Plan Area includes existing residential buildings, buildings under construction, and vacant lands where approved development will occur. Bayview Hill Park, north of the Subarea Plan Area, is a natural area with grasslands, shrubs, and groups of trees; Candlestick Point State Recreation Area to the south is landscaped. The Subarea Plan Area is adjacent to the San Francisco Bay but does not drain to it (Plan Area drainage is collected by the combined wastewater/stormwater system). (See Section E.14 for a discussion of drainage issues.)

No species identified as candidate, sensitive, or special-status species are present on either development site.⁷⁶ No riparian habitat or other sensitive natural community, federally protected wetlands, or resident or migratory fish are present on either development site. The sites are also not nursery sites for any animal species. Some wildlife species that are tolerant of urban development, such as raccoons, opossums, and rodents, are likely to be present. These conditions are similar to the conditions reported in the 1999 FSEIR.

A species listed as endangered by the U.S. Fish and Wildlife Service, the Mission blue butterfly (*Plebejus icaroides missionensis*), is believed to be present on Bayview Hill.⁷⁷ The 1999 FSEIR reported that the Callippe silverspot butterfly was also present. As of August 2007, the Callippe silverspot butterfly was not present on Bayview Hill, although it is present elsewhere in the San Francisco Bay Area.⁷⁸ The *San Francisco Significant Natural Resources Areas Management Plan* notes that Mission blue butterflies were observed at the park in 2001 and are presumed to be present. In addition, the San Bruno elfin butterfly (*Incisalia mossii bayensis*), and bay checkerspot butterfly (*Euphydryas editha bayensis*) could potentially occur in Bayview Hill Park.⁷⁹ The 1999 FSEIR (p. 123) notes that the San Bruno elfin and Mission blue butterflies were known to occur in the park in 1985, but were not identified within Executive Park in 1983 (in the survey conducted for the 1985 FSEIR) or 1992 (in the survey conducted for the 1992 FSEIR Addendum).

Implementation of the proposed Subarea Plan would include redevelopment of the Yerby and UPC development sites with residential buildings and below-ground parking, an internal street network, and landscaped open space areas. As the proposed Subarea Plan is implemented, changes to the local roadway network may be implemented to accommodate the future traffic generated by Subarea Plan development. The proposed projects and potential changes to Plan Area roadways would occur within the boundaries of the Subarea Plan Area. No development would occur within or adjacent to Bayview Hill Park.

Given the conditions present on the development sites and in the Subarea Plan Area, implementation of the Subarea Plan would not affect a rare or endangered plant or animal species or its habitat, riparian habitat or sensitive natural communities, or wetlands. Therefore, this topic will not be discussed further in the SEIR.

⁷⁶ California Department of Fish and Game, *California Natural Diversity Database*, 2007. The results of the database run are on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of the project file.

⁷⁷ California Department of Fish and Game, *California Natural Diversity Database*, 2007.

⁷⁸ *Ibid.*

⁷⁹ San Francisco Recreation and Park Department, *Significant Natural Resources Areas Management Plan*, April 2006, p. 6.17-6.

Resident and migratory birds may nest in the trees and other landscaping on the sites. Bird nests could be present in the trees on the sites at times. Federal requirements in the Migratory Bird Treaty Act (16 U.S.C. Section 703) protect nesting birds, and the project sponsors would be subject to those requirements. The project sponsors have agreed to make part of their projects Mitigation Measure Bio-1 (pp. 101-102) to determine whether active nests are present prior to removal of the trees, and to provide for protection of any active nests present at the time tree removal is proposed. With implementation of this measure, the proposed Subarea Plan and Yerby and UPC projects would not interfere substantially with wildlife movement or impede the use of nursery sites.

Question 12e: Article 16 of the San Francisco Public Works Code, the Urban Forestry Ordinance, provides for the protection of “landmark” trees, “significant” trees, and street trees. Landmark trees are designated by the Board of Supervisors upon the recommendation of the Urban Forestry Council, which determines whether a nominated tree meets the qualifications for landmark designation by using established criteria (Section 810). Special permits are required to remove a landmark tree on private property or on City-owned property.

Significant trees are those trees within the jurisdiction of the Department of Public Works, or trees on private property within 10 feet of the public right-of-way, that meet certain size criteria. To be considered significant, a tree must have a diameter at breast height of more than 12 inches, a height of more than 20 feet, or a canopy of more than 15 feet (Section 810A(a)). The removal of significant trees on privately owned property is subject to the requirements for the removal of street trees (discussed in the following paragraph). As part of the determination to authorize removal of a significant tree, the Director of the Department of Public Works is required to consider certain factors related to the tree, including (among others) its size, age, species, and visual, cultural, and ecological characteristics (Section 810A(c)).

The removal of “street trees” (trees within the public right-of-way or on land within the jurisdiction of the Department of Public Works) by abutting property owners requires a permit under Article 16 of the San Francisco Public Works Code. If the Department grants a permit, it shall require that replacement trees be planted (at a one-to-one ratio) or that an in-lieu fee be paid (Section 806(b)).

An arborist surveyed and assessed the trees within the Yerby and UPC development sites.⁸⁰ Approximately 407 trees representing 15 species are present within the development sites and along the adjacent public rights-of-way: 379 trees are within the development sites and 28 trees are along the sidewalks and walkways. Of the 15 species represented, 3 are native species.

⁸⁰ Kobayashi, Russell, Certified Arborist, EIP Associates, *Initial Arborist Report for Executive Park*, January 2008. This report is on file with the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of the project file.

The trees within the development sites are generally located around the perimeter of, and within, the parking lots. Generally the trees on the development sites and the adjacent street trees are in good condition.⁸¹

Seventy-four of the trees surveyed qualify as “significant trees” under the San Francisco tree ordinance. Twenty-eight of the trees are street trees. There are no landmark trees within the development sites or the adjacent public right-of-way. The “significant trees” occur mostly within the southwest part of the UPC development site. The street trees occur along Executive Park Boulevard East, North, and West.

Implementation of the Subarea Plan and the Yerby and UPC development projects would include redevelopment of the Yerby and UPC development sites with residential and commercial uses. Most (or possibly all) of the 407 trees surveyed would be removed.

Prior to tree removal, the Yerby and UPC project sponsors would apply to the Department of Public Works for a tree removal permit, and the sponsors would comply with all requirements of the Urban Forestry Ordinance (including requirements for tree replacement or in-lieu fees). The Yerby and UPC projects would also be required to comply with any streetscape plan and associated requirements for street tree planting of the Executive Park Subarea Plan. The Street Tree Plan calls for the planting of trees within the development sites and along the adjacent sidewalks. The project sponsors have indicated that new trees would be planted in at least a 1:1 ratio to replace those removed. Therefore, implementation of the Subarea Plan would not conflict with any local policies or ordinances protecting trees. For the reasons noted in the response to Questions 12a-12d, the proposed Subarea Plan and Yerby and UPC projects would not conflict with any local policies or ordinances protecting other biological resources.

Question 12f: There are no adopted habitat conservation plans that include the Subarea Plan Area. The San Francisco Recreation and Park Department has prepared a draft Significant Natural Resource Area Management Plan, which “is a planning document that will guide management activities and site improvements in designated Significant Natural Resource Areas in San Francisco for the next 20 years.”⁸² The section of the draft Significant Natural Resource Area Management Plan on Bayview Hill Park describes the park as “a highly visible focal point within the City that supports a diverse array of habitats... Bayview Park has high natural resource and recreational values for the citizens of San Francisco.”⁸³ The draft Significant Natural Resource

⁸¹ Kobayashi, Russell, Certified Arborist, EIP Associates, *Initial Arborist Report for Executive Park*, May 2007, pp. 20-28.

⁸² San Francisco Recreation & Park Natural Areas Program website, <http://sfnap.org/pub/index.html>, accessed June 27, 2008.

⁸³ Significant Natural Resource Area Management Plan, Bayview Hill Park, Final Draft, February 2006, Section 6.17, Bayview Park, http://www.parks.sfgov.org/wcm_recpark/SNRAMP_Final_Draft/6_Site-Specific/617Bayview.pdf, accessed June 27, 2008.

Area Management Plan for Bayview Hill Park includes recommendations for vegetation management, improvement of habitat for wildlife, measures that would encourage use of established trails, and erosion control. Regarding Executive Park, the draft Management Plan recommends consideration of a new entryway on the park's south side that would connect "residents from the new housing units south of the park to the hill itself." The proposed Subarea Plan and Yerby and UPC projects would not conflict with the draft Management Plan, in that the Plan recognizes (and attempts to accommodate) the presence of housing in Executive Park. In addition, the steep park topography and park conditions would likely discourage the level of use that could lead to substantial additional impacts on vegetation and wildlife habitat.

The Subarea Plan and Yerby and UPC development projects would not have any significant impacts on biological resources, and this topic will not be discussed further in the SEIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The 1985 FSEIR analyzed the potential geology and seismicity impacts of Executive Park development, using geotechnical and soils investigations from 1969, 1977, and 1982. Those prior reports analyzed the geotechnical characteristics of Executive Park (including the Yerby and UPC development sites) based on soil borings and other geotechnical information, and concluded that any potential geological problems posed by development would be addressed by application of appropriate geotechnical measures during design and construction. The 1985 FSEIR incorporated those measures as mitigation, and the measures were proposed as part of the project analyzed in the 1999 FSEIR.

Since the time of those reports, some of the methods for analyzing geotechnical and seismic issues have changed, information regarding seismic hazards in the Bay Area has been updated, and building codes have been revised. In addition, the proposed Yerby and UPC development

projects involve building sizes, building heights, and excavation depths than are different from those analyzed previously.

To respond to those changes, recent geotechnical reports were prepared for the proposed Yerby⁸⁴ and UPC⁸⁵ projects by California-licensed geotechnical engineers. The investigations included a review of selected geotechnical reports and other available information for the project area; exploration of subsurface conditions through borings; laboratory tests of the soil samples that were collected; and engineering analyses. The reports conclude that the proposed Yerby and UPC projects are feasible from a geotechnical standpoint. The primary geotechnical concerns are site seismicity and seismic hazards; geologic hazards; selection of an appropriate foundation type; lateral earth and water pressures on temporary shoring and permanent below-grade walls; hydrostatic uplift pressures on the building floors and foundations; and dewatering systems. These issues are summarized below, along with methods recommended in the studies to avoid adverse geotechnical effects; the methods identified would be incorporated into the proposed projects. The Yerby and UPC project sponsors have agreed to follow the recommendations of the reports in constructing the projects and detailed geotechnical investigations would be conducted to develop specific design criteria for the projects prior to development of final project plans.

The final building plans would be reviewed by the Department of Building Inspection (DBI) as part of the building permit application process. In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. The geotechnical investigations prepared for the proposed Yerby and UPC projects and the more detailed investigations performed during final project design would be available for use by the DBI during its review of building permits for the Yerby and UPC development sites. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on the project site would be less than significant, as discussed below, through the recommendations of the project geotechnical investigations and DBI review of the building permit applications pursuant to its implementation of the Building Code.

⁸⁴ Treadwell and Rollo, *Preliminary Geotechnical Investigation, Executive Park Boulevard, Lot 75, San Francisco, California*, May 2007. A copy of this report is on file with the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of Case File No. 2006.0422E.

⁸⁵ Treadwell and Rollo, *Preliminary Geotechnical Investigation, Executive Park Housing, San Francisco, California*, March 2007. A copy of this report is on file with the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of Case File No. 2006.0422E.

Question 13a: The Yerby development site is occupied by an office building and surface parking. Two borings drilled at the development site indicate that the site is underlain by 13.5 to 16 feet of fill composed of a mixture of clay, sand, gravel, and fractured bedrock. The fill has a low to moderate expansion potential. The native soils beneath the fill include colluvium, alluvium, and marine deposits. The colluvium consists of loose to very dense sands with varying amounts of clay, gravel, and silt. In the southern part of the site, the colluvium is above alluvial and marine deposits, consisting of clays and silt. The colluvium is about 7 feet thick in the southern part of the site and at least 42 feet thick in the northern part of the site. Bedrock was not encountered at depths of 60 to 100 feet below the ground surface.

The UPC development site is occupied by two office buildings and surface parking lots. Five borings drilled at the development site indicate that the site is underlain by 8 feet to 24 feet of fill consisting of a mixture of clay, silt, sand, and gravel.⁸⁶ The fill has a low to moderate expansion potential. Colluvium is present beneath the fill in the northern part of the site, and alluvial and marine deposits are present in the southern part of the site. The colluvium generally consists of clay and silt and various types of sand. The alluvial and marine deposits generally consist of sandy clay and silty sand with varying amounts of shells and gravel. Bedrock was encountered at depths ranging from 8 feet below the ground surface at the northeast corner of the site to 44 feet at the northwest corner of the site. Bedrock was not encountered in the southern portion of the UPC development site. The bedrock is known as the Franciscan Complex, and includes serpentinite, sandstone and shale, and sheared rocks.

Drilling materials obscured the presence of groundwater in the soil borings for the Yerby development site. Groundwater was observed during the drilling of four of the five borings at the UPC development site, at depths ranging from 12 to 26 feet below the ground surface. (Groundwater was not encountered in the northeastern part of the site, where relatively shallow bedrock was encountered.) Groundwater levels at both sites were estimated based on the UPC borings and prior borings from adjacent properties. In the northern part of the sites, it is estimated that groundwater will occur at approximately 2.5 feet to 6 feet above the interface between the fill and the underlying colluvium and residual soil. In the southern part of the sites, groundwater is likely to be encountered at approximately mean sea level. These estimates indicate that the proposed excavations for both projects would encounter groundwater, except where shallow bedrock is present. The groundwater in the southern part of the sites is likely to be influenced by changes in sea levels and tidal fluctuations.

⁸⁶ Treadwell and Rollo, *Preliminary Geotechnical Investigation, Executive Park Housing, San Francisco, California*, March 2007, pp. 5-7.

Fault Rupture

The Subarea Plan Area and Yerby and UPC development sites are not located within an Alquist-Priolo Earthquake Fault Zone as defined by the California Department of Conservation Division of Mines and Geology (CDMG), and no active or potentially active faults exist on or in the immediate vicinity.⁸⁷ Therefore, the potential for surface fault rupture is low, and the impact is considered less than significant and will not be analyzed in the SEIR.

Ground Shaking

The USGS Working Group on California Earthquake Probabilities concluded that there is a 62 percent probability of a strong earthquake (magnitude ≥ 6.7) occurring in the San Francisco Bay region in a 30-year period between 2003 and 2032.⁸⁸ The faults nearest the Subarea Plan Area are the San Andreas fault (1906 rupture), located within 6 miles; the San Gregorio fault, located within 10 miles; the San Andreas fault (North Coast South segment), located within 12 miles; the Hayward fault, located within 13 miles; and the Monte Vista fault, located within 20 miles. Based on shaking hazard mapping done by the Association of Bay Area Governments (ABAG), it is expected that the Subarea Plan Area, including the Yerby and UPC development sites, would experience very strong to violent ground shaking due to an earthquake along the San Andreas fault, and moderate to violent ground shaking due to an earthquake along the San Gregorio fault⁸⁹ (the faults closest to the Subarea Plan Area).

Although the Subarea Plan Area and development sites would be subject to moderate to violent ground shaking in the event of a major earthquake, Subarea Plan implementation would not expose people or structures to substantial adverse effects related to ground shaking. Development within the Subarea Plan Area (including the proposed Yerby and UPC development projects) would be designed and constructed in accordance with the current version of the San Francisco Building Code, which incorporates California Building Code requirements that specify definitions of seismic sources and the procedure used to calculate seismic forces on structures during groundshaking. The geotechnical reports prepared for the proposed Yerby and UPC projects discuss recommended seismic design criteria, including seismic standards, soil profiles, and acceleration values (among others). During its review of the building permit applications, the DBI would use the geotechnical reports and the more detailed reports to be prepared during final project design to ensure compliance with all San Francisco Building Code provisions regarding

⁸⁷ California Geological Survey, Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1999, from <http://www.conservation.ca.gov/cgs/rghm/ap/affected.htm>, accessed October 28, 2008.

⁸⁸ U.S. Geological Survey (USGS), Earthquake Probabilities in the San Francisco Bay Region, by Working Group on California Earthquake Probabilities: 2002–2031, USGS Open-File Report 03-214, 2003.

⁸⁹ Association of Bay Area Governments, Hazard Maps, Shaking Maps, March 2007, accessed through www.abag.ca.gov (go to Earthquakes/Shaking Maps/Interactive), October 28, 2008.

structural safety. Therefore, impacts related to ground shaking are considered less than significant and will not be analyzed in the SEIR.

Liquefaction, Lateral Spreading, and Seismically Induced Densification

Strong shaking during an earthquake can result in ground failure associated with soil liquefaction,⁹⁰ lateral spreading,⁹¹ and seismically induced densification.⁹² ABAG has prepared maps showing the susceptibility of areas of the city to liquefaction, based on the presence of water-saturated sandy and silty materials. Parts of the Subarea Plan Area (and parts of the Yerby and UPC development sites) are in an area with a very high susceptibility to liquefaction.⁹³ In addition, the southern part of the Subarea Plan Area is in a designated liquefaction zone on the seismic hazard zone maps prepared by the California Department of Conservation, and as such, development within that area is subject to the mitigation requirements of the Seismic Hazards Mapping Act of 1990.⁹⁴

The preliminary geotechnical investigations for the Yerby and UPC development sites included an analysis of liquefaction potential, based on subsurface exploration, laboratory testing, and engineering analyses. The Yerby geotechnical investigation identified a potentially liquefiable soil layer at a depth of about 18 feet below the ground surface. The investigation concluded that the soil layer would not affect the performance of the proposed buildings, given the low potential for surface manifestations of liquefaction, the thickness and depth of the liquefiable layer, and the depth of the proposed building foundations. However, the investigation recommended that the extent of liquefiable soil beneath the site be studied further as part of final project design, given the results of the UPC geotechnical investigation (discussed below). The Yerby investigation also found the potential for lateral spreading within the alluvium and marine deposits zone.

The Yerby geotechnical investigation offers several options for foundation design within the alluvium and marine deposits zone. These recommendations would address potential lateral

⁹⁰ Liquefaction is a phenomenon in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure, especially during cyclic loading such as that induced by earthquakes. Soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded, fine-grained sand and silt of low plasticity that is relatively free of clay.

⁹¹ Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

⁹² Seismically induced densification is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing differential settlement.

⁹³ ABAG, Hazard Maps, Liquefaction Susceptibility, from USGS Open-File Report 00-444, 2000, accessed through www.abag.ca.gov (go to Earthquakes/Liquefaction Maps/Interactive), October 28, 2008.

⁹⁴ ABAG, Hazard Maps, CGS Liquefaction Zones, from California Geological Survey, 2004, accessed through www.abag.ca.gov (Interactive Maps Showing Liquefaction Seismic Hazards Areas), accessed October 28, 2008. The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be performed prior to permitting most development projects within an identified hazard zone.

spreading impacts, as well as liquefaction impacts, should the potential for liquefaction be identified as a concern during the more detailed investigation.

The UPC geotechnical investigation identified several potentially liquefiable soil layers within the alluvium and marine deposits soil zone in the southern part of the development site. The report estimated that the potentially liquefiable layers are thickest along the southern and southeastern edges of the property, and become thinner toward the north and northwest. Based on the thickness of the soil layers, the investigation found a high potential for liquefaction-related surface rupture in the southwestern part of the UPC site, and a low potential in the south-central part of the site. The investigation also found the potential for liquefaction-induced settlement. The investigation recommended that the extent of liquefiable soils beneath the UPC development site be studied further prior to final design. The UPC investigation also found the potential for lateral spreading within the alluvium and marine deposits zone.

To address the potential for liquefaction, the proposed Yerby and UPC development projects would incorporate design features as outlined in Mitigation Measure Geo-1, p. 102. Based on the preliminary geotechnical studies completed for the projects, these features may include (but are not limited to): soil cement columns, reinforced concrete mat foundations, pre-densification, drilled piers, or driven concrete or steel piles. The measures specified would incorporate all applicable California Building Code requirements.

Both geotechnical investigations concluded that the potential for ground settlement due to seismically-induced densification would be low. Therefore, potential project impacts related to seismically-induced densification would be less than significant.

Regardless, the DBI would, in its review of the building permit applications, require each project sponsor to submit geotechnical reports pursuant to the State Seismic Hazards Mapping Act. The reports (the geotechnical investigations prepared for the Yerby and UPC development sites and the more detailed investigations to be prepared for final project design) would assess the nature and severity of the hazard(s) on the sites and recommend project design and construction features that would reduce the hazards(s). During its review, the DBI would ensure compliance with all San Francisco Building Code provisions regarding structural safety. Given compliance with the DBI requirements and the requirements of the San Francisco Building Code, and the implementation of Mitigation Measure Geo-1, impacts related to liquefaction-induced settlement and lateral spreading are considered less than significant and will not be discussed in the SEIR.

Earthquake-Induced Landslides

The Subarea Plan Area and Yerby and UPC development sites are not in an area of mapped landslide susceptibility identified in the Community Safety Element of the *San Francisco General Plan* or by the California Department of Conservation under the Seismic Hazards

Mapping Act of 1990.⁹⁵ Therefore, there would be no impacts related to landslides, and this topic will not be analyzed in the SEIR.

Question 13b: Soil movement for foundation excavation could create the potential for wind- and water-borne soil erosion. The Yerby and UPC development sites are already developed and are moderately sloped. Therefore, substantial erosion and loss of soil would not be expected to occur during site preparation and construction. Furthermore, the project sponsors would be required to prepare an erosion and sediment control plan for construction activities in accordance with Article 4.1 of the San Francisco Public Works Code to reduce the impact of runoff from the construction sites. The City must review and approve the erosion and sediment control plan prior to implementation, and would conduct periodic inspections to ensure compliance with the plan. (See Section E. 14, Hydrology and Water Quality, for a discussion of water quality effects of erosion and sedimentation during construction.) Therefore, impacts related to soil erosion and the loss of topsoil are considered less than significant and this topic will not be analyzed in the SEIR.

Questions 13c-13d: Ground settlement could result from excavation for construction of up to three levels of subsurface parking and from construction dewatering. (Long-term dewatering would not be required because the underground structure would be waterproofed and constructed to withstand hydrostatic pressure of the groundwater.) In addition, differential settlement could occur at the UPC development site where buildings span areas with soil and bedrock. Differential settlement of near-surface improvements could occur within potentially expansive soils at both development sites. Potential global sea level rise could lead to saturated soils and increased hydrostatic pressures beneath the development sites.

Excavation

During excavation for the proposed subsurface parking, the soils beneath the development sites, described in the response to Question 13a, could become unstable. To address this potential effect, the proposed Yerby and UPC development projects would incorporate design features as outlined in Mitigation Measure Geo-1, p. 102. Based on the preliminary geotechnical studies completed for the projects, these features may include (but are not limited to): excavation and shoring to prevent the soils from becoming unstable, including the use of a soldier pile and lagging system with active dewatering in areas of bedrock or colluvium, soil-cement column walls with passive dewatering in areas of alluvial and marine deposits, and monitoring the movement of adjacent buildings and improvements during and immediately after construction. Implementation of this Mitigation Measure would ensure that potential impacts related to excavation would be less than significant.

⁹⁵ California Geological Survey, Seismic Hazards Zonation Program, <http://www.conservation.ca.gov/cgs/shzp/>, accessed October 28, 2008. The Seismic Hazards Mapping Act

Dewatering

The proposed excavations would likely extend below groundwater levels for all proposed buildings at the development sites (except for the northeastern corner of the UPC site, where shallow bedrock is present). Therefore, there is the potential for substantial water inflow. To address this potential effect, the proposed Yerby and UPC development projects would incorporate design features as outlined in Mitigation Measure Geo-1, p. 102. Based on the preliminary geotechnical studies completed for the projects, these features may include (but are not limited to): drawing groundwater down to a depth of at least three feet below the bottom of the proposed excavation and maintaining it at that elevation until sufficient weight and/or tiedown capacity is available to resist the hydrostatic uplift forces. As noted above, active systems (using pumping) and passive systems (using a cutoff wall and collection) are recommended for dewatering at both development sites. This mitigation would be implemented during final project design through compliance with DBI requirements for building permit review, as discussed below. Implementation of this Mitigation Measure would ensure that potential impacts related to water inflow during excavation would be less than significant.

Transitions from Soil to Bedrock

At the UPC development site, some of the proposed buildings (such as Building 5) would be founded entirely in rock, some (such as Buildings 1, 2, and 3) would be supported entirely in native colluvium, and some (such as Building 4) might span between colluvium and bedrock. Where buildings span between colluvium and bedrock, the geotechnical report recommends that the differential settlement be checked as part of the more detailed geotechnical reports prepared for final project design. If the potential for differential settlement is large, the proposed building foundations should be deepened at portions of the site so that the entire building foundation will rest on competent bedrock. These recommendations would be implemented during final project design through compliance with DBI requirements for building permit review, as discussed below.

Expansive Soils

The proposed near-surface site improvements would likely be underlain by the existing undocumented fill, which has a low to moderate expansion potential. The geotechnical reports recommend that the effects of expansive soil on the proposed near-surface site improvements be evaluated on a case-by-case basis. If needed, soil improvement techniques, such as overexcavation and recompaction, deep dynamic compaction, rapid impact hammers, or rammed aggregate piers, would be used to efficiently compact the near-surface fill resulting in less settlement at the ground surface.

requires that site-specific geotechnical investigations be performed prior to permitting most development projects within an identified hazard zone.

Sea Level Rise and Groundwater

There are a variety of projections of the extent of future global sea level rise. Global sea level rise would lead to a rise in the groundwater levels below the southern parts of the Yerby and UPC development sites. Rising groundwater levels could result in an increase in the extent of saturated soils, and a potential increase in liquefaction hazard. In addition, rising groundwater levels could result in increased hydrostatic pressures on the below-grade floors and walls of the proposed Yerby and UPC buildings.⁹⁶

The potential for liquefaction associated with global sea level rise would be addressed through the design features included in Mitigation Measure Geo-1, p. 102. The potential for increased pressure on the proposed buildings would be addressed through the selection of an appropriate “long-term design groundwater level” for use in the design of the proposed buildings and other site improvements, as outlined in Mitigation Measure Geo-2, p. 102. With implementation of these measures, potential impacts related to sea-level-induced changes in groundwater levels would be less than significant.

DBI Requirements

The DBI would require that the detailed geotechnical reports address the potential settlement and subsidence impacts of excavation, dewatering, and construction in geologic transition areas and areas of expansive soils. The DBI would also require that each report include a determination as to whether a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Public Works would require that a Special Inspector be retained by the project sponsor to perform this monitoring. Groundwater observation wells could be required to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge or other corrective actions would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

With implementation of the recommendations of the geotechnical investigations prepared for the proposed Yerby and UPC projects and the detailed geotechnical studies for final project design, subject to review and approval by the DBI, and monitoring by a DBI Special Inspector (if required), impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could become unstable as a result of the proposed Yerby and UPC projects, are less than significant and will not be discussed in the SEIR.

⁹⁶ Treadwell and Rollo, *Updated Geotechnical Consultation, Potential Impacts of Sea Level Rise, Executive Park Boulevard, San Francisco, California*, October 2008. A copy of this report is on file with the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of Case File No. 2006.0422E.

Question 13e: The proposed new buildings would connect to existing wastewater conveyance, treatment, and disposal facilities and would not use septic tanks or other on-site land disposal systems. Therefore, impacts related to having soils capable of supporting the use of septic tanks or alternative waste disposal systems do not apply to the Subarea Plan, and this topic will not be analyzed in the SEIR.

Question 13f: The Yerby and UPC development sites are moderately sloped, rising to the north, with a maximum elevation difference of about 50 feet from north to south. The proposed Yerby and UPC projects would change the topography of the development sites within the area bounded by Executive Park Boulevard and Harney Way, but the changes would not be substantial relative to the existing topography of the Subarea Plan Area or vicinity. There are no unique geologic or physical features within the Subarea Plan Area. Therefore, implementation of the Subarea Plan would not significantly affect the topography of the Subarea Plan Area or any unique geologic or physical features, and this topic will not be discussed further in the SEIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Question 14a: Domestic wastewater from the Subarea Plan Area is currently discharged to the San Francisco Public Utilities Commission (SFPUC) wastewater treatment system.

Implementation of the proposed Subarea Plan and Yerby and UPC projects would result in wastewater and stormwater discharges once proposed development is constructed, as well as discharge of groundwater produced during construction dewatering. These discharges would be conducted in accordance with applicable regulations, and implementation of required permit

conditions and control measures would not result in a violation of any water quality standards or waste discharge requirements, as discussed below.

Wastewater and Stormwater Discharges

Wastewater from the east side of the City, including the proposed Subarea Plan Area, flows in the City's combined stormwater/sewage system to the Southeast Water Pollution Control Plant. The Southeast Plant discharges treated wastewater to San Francisco Bay through an outfall located at Pier 80, immediately north of the Islais Creek Channel.

During wet weather, stormwater flows from most of the City, including the Subarea Plan Area, also drain to the combined sewer system where they are treated and discharged from one of the City's wastewater treatment plants. Stormwater from the Subarea Plan Area is transported to, and treated in, the Southeast Plant before eventual discharge to the Bay. The combined sewer system includes storage and transport boxes that, during wet weather, retain the combined stormwater and sewage flows that exceed the capacity of the Southeast Plant. When rainfall intensity results in combined flows that exceed the total capacity of the Southeast Plant and the storage and transport structures, the excess flows are discharged through combined sewer overflow (CSO) structures located along the City's Bayside waterfront. Wet weather flows are intermittent during the rainy season, and combined sewer discharge events vary in nature and duration depending largely on the intensity of rainstorms. During heavy rainfalls, overflows from the sewers can occur in low-lying neighborhood streets or in basements. This problem has been particularly marked near the Southeast Plant, as well as in other lower-lying neighborhoods near historic creeks along the City's southeast shoreline.

All of the discharges described above are made in compliance with the federal Clean Water Act and California's Porter Cologne Water Quality Control Act. Both are implemented by the California Environmental Protection Agency, San Francisco Bay Regional Water Quality Control Board (RWQCB). The RWQCB issues the City's National Pollutant Discharge Elimination System (NPDES) permit. The NPDES permit allows for a long-term average of four combined sewer overflow discharges to the Bay per year. Historically, between 1989 and 2004, there was an average of three discharge events per year.

The City is currently conducting planning efforts that address combined sewer discharges and associated water quality impacts and may directly or indirectly affect the proposed Subarea Plan and Yerby and UPC projects. Two of these planning efforts are discussed below: the Sewer System Master Plan and New Development and Redevelopment Guidelines.

Sewer System Master Plan. In 2004, the SFPUC began the development of a new *Sewer System Master Plan* to provide a comprehensive long-term vision and strategy for the management of the City's wastewater and stormwater. The plan will guide development and implementation of a 30-

year capital improvement program for wastewater facilities.⁹⁷ In addition to addressing the volume and frequency of sewage overflows during major rainstorms, the plan will address aging infrastructure, flooding in neighborhoods, odors from the wastewater system and facilities, and neighborhood concerns about the Southeast Plant. The *Master Plan*, which will undergo separate CEQA review, is expected to be completed in approximately 2010.⁹⁸

New Development and Redevelopment Guidelines. Impervious surfaces such as buildings, roads, and parking lots cover much of San Francisco, blocking infiltration of rainwater, contributing to the number and volume of combined sewer discharges during wet weather, and causing pollutants to be washed into the combined sewer system. The SFPUC is developing a policy that would require new development and redevelopment projects in San Francisco to incorporate “green” stormwater runoff management practices (often called Best Management Practices or Low Impact Development approaches) to maximize infiltration and reduce runoff (and the pollutants carried by runoff).⁹⁹ Examples of candidate “green” stormwater management practices include using vegetated swales in place of gutters, installing green roofs, using pervious paving, and creating unpaved open space. Implementation of these techniques helps reduce the volume of runoff entering the combined sewer system, reduces combined sewer discharge volumes, and removes pollutants close to their source.

Implementation of the proposed Subarea Plan would result in the addition of approximately 1,600 residential units to the Subarea Plan Area, as well as retail uses, local roadways, and parking. The additional population and employment and site visitors would generate wastewater that would enter the City’s combined wastewater/stormwater system. The additional impervious surfaces constructed in the Subarea Plan Area would generate additional runoff flows to the combined system. The 1999 FSEIR analyzed the wastewater and stormwater impacts from Executive Park buildout, but the wastewater generation was based on a mix of uses that is different from those currently proposed.

The Subarea Plan calls for the use of “green streets” principles wherever possible, including alternative paving materials and landscaping that increases permeability. The Subarea Plan also calls for an analysis of techniques such as vegetated swales, porous pavement, green roofs, and catch basins to slow stormwater flows and treat pollutants.

The proposed Yerby and UPC projects would employ “green” stormwater management practices in compliance with the Subarea Plan. In addition, the Yerby and UPC project sponsors would implement design features and techniques to achieve a “no net increase” standard for stormwater

⁹⁷ SFPUC, http://sfwater.org/msc_main.cfm/MC_ID/14/MSC_ID/120, accessed June 27, 2008.

⁹⁸ SF Sewer System Master Plan, Project Updates, <http://www.sfsewers.org/projectupdates.asp>, accessed September 19, 2008.

⁹⁹ SFPUC, <http://www.ci.sf.ca.us/site/frame.asp?u=http://www.sfwater.org/>, accessed June 27, 2008.

runoff from the project sites, based on the requirements of the recently adopted San Francisco Green Building Ordinance.¹⁰⁰ This commitment is included in Mitigation Measure Stormwater-1 on p. 101.

Construction Dewatering Discharges

Groundwater produced during construction dewatering would be discharged to the combined sewer system in accordance with Article 4.1 of the San Francisco Public Works Code, as supplemented by Order No. 158170, which regulates the quantity and quality of discharges to the combined sewer system. This permit would contain appropriate discharge standards and may require installation of meters to measure the volume of the discharge. The groundwater would be treated as necessary to meet permit requirements prior to discharge. Long-term dewatering would not be required because the underground structure would be waterproofed and constructed to withstand the hydrostatic pressure of the groundwater.

Conclusion

Wastewater and stormwater from the Subarea Plan Area, as well as groundwater produced during construction dewatering, would be discharged to the combined sewer system in accordance with applicable regulations. The combined flows in the stormwater/wastewater would continue to be treated and discharged in accordance with the provisions of NPDES Permit requirements. In addition, the proposed Subarea Plan calls for the implementation of Best Management Practices to retain and treat runoff, and the proposed Yerby and UPC projects would incorporate such measures, as specified in Mitigation Measure Stormwater-1. For those reasons, impacts related to the potential to violate any water quality standards or waste discharge requirements would be less than significant and this topic will not be analyzed in the SEIR.

Question 14b: The proposed Subarea Plan and Yerby and UPC projects would not use or deplete groundwater supplies because construction within the Subarea Plan Area (including the proposed Yerby and UPC projects) would not include groundwater withdrawals for any purpose except dewatering during construction. Any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources.

The Yerby and UPC project sites (the areas that would change as a result of Subarea Plan implementation) are already developed and together are approximately 60 percent covered with impervious surfaces. The proposed Yerby and UPC projects would increase the impervious area. These changes in impervious surfaces would not be substantial in the context of the Sunnydale watershed (in which the Subarea Plan is located), nor would they be substantially different than analyzed in the prior FSEIRs. Therefore, no impacts related to interference with groundwater recharge would occur.

¹⁰⁰ Chapter 13C, *San Francisco Building Code*,

Project development would require excavation at an average depth of up to 25 feet at the Yerby development site and approximately 23 feet at the UPC development site. As discussed in the Geology and Soils section of this Initial Study (p. 73), groundwater is present at approximately 12 feet to 26 feet below the ground surface. Therefore, it is probable that the proposed excavations would result in the need for dewatering at the development sites. Groundwater produced during construction dewatering would be discharged to the combined sewer system in accordance with Article 4.1 of the San Francisco Public Works Code, as supplemented by Order No. 158170, which regulates the quantity and quality of discharges to the combined sewer system. This permit would contain appropriate discharge standards and may require installation of meters to measure the volume of the discharge.

In view of the above, the project would not have a significant impact regarding groundwater, and this topic will not be discussed further in the SEIR.

Question 14c: There are no surface water channels in the Subarea Plan Area. Therefore, the proposed Subarea Plan and Yerby and UPC projects would not alter the course of a stream or river. Although the proposed Subarea Plan development would occur within areas that are currently developed, construction activities such as earthwork could lead to erosion where soil is exposed. In accordance with Article 4.1 of the San Francisco Public Works Code, construction contractors in the Subarea Plan Area (including contractors for the proposed Yerby and UPC projects) would prepare an erosion control plan. The plan would specify erosion control measures to prevent loss of soil during construction by stormwater runoff and/or wind erosion and to prevent sedimentation to the combined sewer system. The plan would be reviewed and approved by the City prior to construction, and the City would conduct periodic inspections to ensure compliance with the plan. With preparation and implementation of the erosion control plan, water quality impacts related to on- and off-site erosion and siltation would be less than significant, and this topic will not be analyzed in the SEIR.

Questions 14d-14e: The Yerby and UPC development sites total approximately 14 acres in area. The Yerby development site is currently occupied by an office building and surface parking; the UPC development site is currently occupied by two office buildings and surface parking. Both sites include landscaped areas. Existing impervious surfaces cover approximately 8.7 acres (i.e., 60 percent) of the development sites combined; the landscaped areas (mainly planting strips with trees along the site edges) cover approximately 5.7 acres, about 40 percent.¹⁰¹

Based on the proposed Yerby and UPC conceptual project plans, the projects would increase the impervious area of the development sites. The change would not be substantial in the context of the developed, mostly impervious character of the development sites and Subarea Plan Area. In

¹⁰¹ Approximate calculation based on review of photographs and conceptual site plans.

addition, the stormwater impacts from buildout of Executive Park were analyzed in the prior FSEIRs and found not to be significant.

The Subarea Plan calls for the use of “green streets” principles wherever possible, and the proposed Yerby and UPC projects would employ “green” stormwater management practices in several areas. Given all of the above, the proposed Yerby and UPC projects would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site or exceed the capacity of existing or planned stormwater drainage systems, and surface runoff impacts will not be analyzed in the SEIR.

Question 14f: Apart from the wastewater and stormwater runoff described above, the proposed Subarea Plan and Yerby and UPC projects would not generate any pollutants or waste discharges that would not be collected and treated in the City’s wastewater management facilities. Therefore, the proposed Subarea Plan and Yerby and UPC projects would not substantially degrade water quality and this topic will not be discussed further in the SEIR.

Questions 14g-14h: Flood risk assessment and some flood protection projects are conducted by federal agencies including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City of San Francisco does not participate in the NFIP and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a 1 percent chance of occurrence in a given year (also known as a “base flood” or “100-year flood”). FEMA refers to the floodplain that is at risk from a flood of this magnitude as a special flood hazard area (“SFHA”).

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco’s geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco for review and comment by the City. The City has submitted comments on the preliminary FIRM to FEMA. FEMA anticipates publishing a revised preliminary FIRM in 2009, after completing the more detailed analysis that Port and City staff requested in 2007. After reviewing comments and appeals related to the revised preliminary FIRM, FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes.

FEMA has tentatively identified SFHAs along the City’s shoreline in and along the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of

coastal flooding subject to wave hazards).¹⁰² On June 10, 2008, legislation was introduced at the San Francisco Board of Supervisors to enact a floodplain management ordinance to govern new construction and substantial improvements in flood prone areas of San Francisco, and to authorize the City's participation in NFIP upon passage of the ordinance. Specifically, the proposed floodplain management ordinance includes a requirement that any new construction or substantial improvement of structures in a designated flood zone must meet the flood damage minimization requirements in the ordinance. The NFIP regulations allow a local jurisdiction to issue variances to its floodplain management ordinance under certain narrow circumstances, without jeopardizing the local jurisdiction's eligibility in the NFIP. However, the particular projects that are granted variances by the local jurisdiction may be deemed ineligible for federally-backed flood insurance by FEMA.

Once the Board of Supervisors adopts the Floodplain Management Ordinance, the Department of Public Works will publish flood maps for the City, and applicable City departments and agencies may begin implementation for new construction and substantial improvements in areas shown on the Interim Floodplain Map.

According to the preliminary map, the Executive Park Subarea Plan Area is not within an A zone or a V zone.¹⁰³ In addition, the Subarea Plan Area is not within an area of predicted sea level rise as shown on maps prepared by the San Francisco Bay Conservation and Development Commission.¹⁰⁴ Therefore, no impacts related to placement of housing or other structures in a 100-year flood zone would occur, and this topic will not be analyzed in the SEIR.

Question 14i-j: A tsunami is an advancing ocean wave originating from an earthquake epicenter. In San Francisco, the potential for damage due to direct wave action resulting from a tsunami would be expected to be limited to the coastline along the Pacific Ocean, including Ocean Beach between the Golden Gate Bridge and Fort Funston.¹⁰⁵ Because the advancing ocean wave would be restricted at the Golden Gate, damage due to direct wave action along the San Francisco Bay shoreline is not considered likely. However, the Bay shoreline between the Palace of Fine Arts and the Central Basin could be subjected to a seiche, or oscillation of the Bay water surface, as a result of a tsunami reaching the Golden Gate, and damage could occur in inundated areas.

¹⁰² City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf, accessed July 31, 2008.

¹⁰³ Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panel 120, September 21, 2007, http://www.sfgov.org/site/uploadedimages/risk_management/j235A.jpg, accessed January 8, 2008.

¹⁰⁴ San Francisco Bay Conservation and Development Commission (BCDC), San Francisco Bay Scenarios for Sea Level Rise, San Francisco map, http://www.bcdc.ca.gov/media/planning/CCP_SF_H.jpg, accessed October 28, 2008.

The Subarea Plan Area is not located in an area identified for potential inundation in the event of a tsunami along the San Francisco coast, based on a 20-foot water level rise at the Golden Gate (Map 6 of the Community Safety Element of the *San Francisco General Plan*).¹⁰⁶ The area of inundation shown on the map is limited to the vicinity of the Candlestick Point State Recreation Area. For that reason, the Subarea Plan Area would not be subject to significant impacts related to tsunami or seiche, and these topics will not be discussed further in the SEIR.

In addition, the Subarea Plan Area is not located within an area that would be flooded as the result of failure of a levee or dam, and is not located within an area that is subject to mudflow.¹⁰⁷ Therefore, these topics are not applicable to the proposed Subarea Plan or Yerby and UPC projects, and they will not be discussed further in the SEIR.

¹⁰⁵ City and County of San Francisco, *City and County of San Francisco Emergency Operations Plan*, January 2005.

¹⁰⁶ <http://www.abag.ca.gov/bayarea/eqmaps/tsunami/tsunami.html>, accessed October 28, 2008; also .20-Foot Tsunami Run-Up Map, http://www.sfgov.org/site/uploadedimages/planning/Codes/General_Plan/images/csa_Map6.gif, accessed October 28, 2008.

¹⁰⁷ Dam Failure Inundation Hazard Map for San Francisco, through <http://www.abag.ca.gov> (Earthquakes/Dam Failure after Earthquakes), accessed October 28, 2008.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Initial Study for the 1985 FSEIR (p. A-19) included a brief discussion of potential hazards and concluded that no impacts would be expected from development at Executive Park. Mitigation incorporated into the project included the development of an evacuation and emergency response plan. The 1999 FSEIR incorporated the results of a 1992 literature search to document known historic hazardous materials usage on site; no information was produced to suggest historic uses that would have produced hazardous waste on the project site. Based on this information and the 1985 Initial Study, the 1999 FSEIR concluded that no further analysis of hazards was needed.

The types of uses proposed as part of the Subarea Plan are similar to the uses analyzed in the prior EIRs, and the Subarea Plan Area corresponds to the project site analyzed in the prior EIRs.

However, the passage of time since the prior reports, lack of site-specific analysis, and changes in regulatory standards suggest the need for an updated evaluation of hazards issues.

Question 15a: During operation, the proposed residential and retail uses would involve routine household and commercial use of relatively small quantities of hazardous materials. Implementation of the proposed Subarea Plan and Yerby and UPC projects would likely result in the use of common types of hazardous materials such as paints, cleaners, pesticides and herbicides, solvents, and disinfectants. All of these products are labeled to inform users of risks, and to instruct them in proper disposal methods. Most of these materials are consumed or neutralized through use, resulting in little hazardous waste. Businesses are required by law to ensure employee safety by identifying hazardous materials, providing safety information, and adequately training workers in hazardous material handling. For these reasons, hazardous material use by Subarea Plan Area occupants and businesses would not pose a substantial public health or safety hazard, and the projects would not involve the routine generation of hazardous wastes. This topic will not be discussed further in the SEIR.

Question 15b: If hazardous materials are present in the soil or groundwater that would be disturbed during construction, or in building materials that would be disturbed during demolition, implementation of the Subarea Plan and the Yerby and UPC projects could result in an accidental release of hazardous materials, potentially affecting public health or the environment. The following discussion focuses on the potential for exposure to hazardous materials in soil or groundwater beneath the Yerby and UPC development sites, or in the existing buildings on the sites.

Potential Impacts Related to Materials in Soil or Groundwater

Project construction would include the excavation of soil for up to three levels of subsurface parking and the building foundations. Excavation would extend up to about 25 feet below ground surface (bgs) on the Yerby site and about 23 feet bgs on the UPC site. Proposed excavation would result in the removal of a total of up to 294,700 cubic yards of soil.¹⁰⁸

Hazardous Waste Studies. Phase I Environmental Site Assessments (ESAs) were prepared for the Yerby¹⁰⁹ and UPC¹¹⁰ project sites in 2007. The Phase I ESAs describe current and prior uses of

¹⁰⁸ The Subarea Plan area is not within the area covered by the “Maher Ordinance.” Cushing, Stephanie, San Francisco Department of Public Health, Local Oversight Program, personal communication, January 18, 2008.

¹⁰⁹ EMG, *Phase I Environmental Site Assessment of 5 Thomas Mellon Circle, San Francisco, California, 94134*, February 5, 2007. A copy of this report is on file with the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is available for public review, by appointment, as part of the project Case File No. 2006.0422E.

¹¹⁰ Green Environment Inc., *Phase I Environmental Site Assessment, Assessor’s Parcels 30-4991-24, 61, 65, 74, 85, 86 & 005-153-030, Executive Park Boulevard, San Francisco & Brisbane, CA*, May 2, 2007. A

the property, review environmental agency databases and records, report site reconnaissance observations, and summarize potential soil and groundwater contamination issues.

Past Uses of Hazardous Materials. The Yerby and UPC development sites were occupied by farmland, military housing, and vacant land prior to the development of the existing office buildings in the early 1980s. The Phase I studies concluded that there was no evidence that these past uses contributed hazardous wastes to soil or groundwater. The Phase I studies did not identify any regulatory or physical evidence of above-ground or underground storage tanks (ASTs or USTs) at the development sites.

The Yerby and UPC development sites are occupied by office buildings and surface parking. The types of hazardous materials present would be those typical of office uses. At the time of the Phase I studies, no hazardous materials were observed at the Yerby development site other than typical cleaning and maintenance supplies. The site reconnaissance conducted for the UPC development site found corrosive anti-scaling agents and algaecides and an unlabeled 5-gallon container with oily residue on its lid in a cooling tower enclosure, and compressed gas Freon 22 containers on a building rooftop. In addition, condensate discharge from the cooling tower was observed to discharge to an unmarked drain. The Phase I study did not identify any of these conditions as affecting soil or groundwater at the UPC development site, and UPC is working to address these minor issues.

Regulatory database reviews for the Yerby and UPC development sites were prepared by Environmental Data Resources, Inc, and incorporated into the Phase I studies. The reviews found that the Yerby and UPC sites were not on any listed sites included in the regulatory database.¹¹¹ Reviews of nearby listed sites indicated that none of the sites had the potential to affect the soil or groundwater conditions at the Yerby and UPC development sites.

Hydraulic elevators with subsurface components are present at both development sites. The Phase I study for the Yerby project found no visual indication of leakage from the elevator units; the Phase I study for the UPC project did not mention a visual inspection of the elevators. However, there is the potential that the elevator units could leak hydraulic oils to soils and groundwater.

In addition, both development sites are on fill that is of unknown origin. Based on experience with fill material elsewhere in San Francisco and nearby areas, there is the potential that the fill

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¹¹¹ The EDR review identified Tuntex Properties at 150 Executive Park Boulevard as a San Mateo County listed site with borings/wells and a County hazardous waste program. However, the regulated site is actually at Tunnel Avenue and Bayshore Boulevard. The UPC development site was in the database because the Tuntex offices were at 150 Executive Park Boulevard.

could contain hazardous substances and/or petroleum products. For these reasons, excavation for the proposed Yerby and UPC projects could result in the disturbance of soils and groundwater containing hazardous materials. To reduce the potential impacts associated with soil and groundwater contamination, the project sponsors have agreed to implement Mitigation Measure Haz-1 (pp. 102-104), which involves representative sampling of the fill and sampling of the areas near the below-ground components of the elevators. In addition, groundwater produced during construction dewatering would be discharged to the combined sewer system in accordance with Article 4.1 of the San Francisco Public Works Code, as supplemented by Order No. 158170, which regulates the quantity and quality of discharges to the combined sewer system. Article 4.1 would require the discharged water to meet established contaminant limits prior to discharge. If necessary, dewatered groundwater would be treated on site prior to discharge (e.g., with filters, activated carbon, chemical treatment, settling tanks, or oil/water separators). Compliance with the ordinance and implementation of Mitigation Measure Haz-1 by the Yerby and UPC project sponsors would minimize potential impacts related to soil and groundwater contamination to a less-than-significant level.

Franciscan Formation bedrock under the UPC development site could contain chrysotile, a variety of serpentine that constitutes a potentially harmful form of asbestos. Asbestos poses a hazard to human health when it is in a friable (crushed) condition and becomes airborne. If the proposed excavation for the below-grade parking levels were to encounter chrysotile serpentine present in the rock, operations such as drilling, ripping, and off-hauling could produce dust that contains asbestos. Serpentine could also be present in the fill and colluvium beneath the development sites. The presence of the dust could be a short-term construction hazard possibly affecting on-site personnel, the residents of nearby buildings, and persons in near-vicinity, off-site locations.

As discussed above under Section E.7 Air Quality (p. 45) the Board of Supervisors has approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work. Construction of the proposed Yerby and UPC projects would involve disturbance of more than one acre of land, and thus would also be subject to the requirements of the Asbestos Airborne Toxic Control Measure adopted by the California Air Resources Board for construction-related activities (California Code of Regulations, Title 17, Section 93105).¹¹² These requirements have been incorporated into Measure Haz-2 for both development projects (pp. 104-105) to limit dust generation and adequately protect on-site workers and neighbors against prolonged asbestos exposure. Implementation of this measure by the project sponsors, and implementation of an approved, site-

¹¹² Although excavation for the proposed Yerby project would be unlikely to encounter Franciscan Formation bedrock, the mitigation would apply to both projects due to their proximity to each other.

specific dust control plan under the Construction Dust Control Ordinance would minimize potential impacts related to serpentine-containing asbestos to a less-than-significant level.

Conclusions. The Phase I studies for the Yerby and UPC development sites found no evidence of potential sources of contamination in the soil or groundwater beneath the sites, but noted the possibility that there could be soil or groundwater contamination related to undocumented fill and below-ground hydraulic elevator components. The project sponsors would conduct sampling and would either confirm the absence of contamination, or would remediate contaminated areas as required by law. In addition, the UPC project sponsor would implement measures to minimize potential impacts related to asbestos in construction dust. For those reasons, no significant impacts would occur due to hazardous materials in soil or groundwater on the Yerby and UPC development sites, and no further analysis is required in the SEIR.

Potential Impacts Related to Building Materials

Implementation of the proposed Subarea Plan would involve demolition and removal of the existing office buildings and surface parking on the Yerby and UPC development sites. The following discussion addresses impacts related to the potential presence of hazardous substances in building materials.

Lead-Based Paint. The building on the Yerby development site was constructed in 1980, and the buildings on the UPC development site were developed in the 1980s. Given the age of the buildings, it is unlikely that lead-based paint is present. The Phase I study for the UPC development site identifies the potential for lead to be present in ceramic tiles, but lead in tile glazing would not present a significant hazard. Therefore, this topic will not be analyzed in the SEIR.

Asbestos. The Phase I study for the Yerby development site identified the potential for asbestos to be present in the existing office building, in the form of wallboard, tile floor covering, textured stucco exterior, roofing materials, and fabric ductwork connectors. Testing on a limited set of samples did not detect asbestos. The Phase I study for the UPC development site identified the potential for asbestos to be present in the existing office buildings, in the form of acoustic ceilings, joint compound and skim-coated wall systems in office areas. The UPC Phase I did not include testing.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both

inspection and law enforcement, and is to be notified 10 days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/alterd including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, BAAQMD will inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8, Sections 341.6 through 341.14, and Section 1529 of the California Code of Regulations where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and its disposal. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the notice requirements described above. These regulations and procedures, already established as a part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance.

PCBs and Other Building Materials. The Phase I study for the Yerby development site identified the potential for PCBs to be present in a pad-mounted Pacific Gas & Electric (PG&E) transformer. The Phase I study concluded that other PCB-containing equipment was unlikely to be present at the Yerby site. The Phase I study for the UPC development site did not include inspection of PG&E transformers. The study concluded that other PCB-containing equipment was unlikely to be present at the UPC site. The transformers and other potentially hazardous building materials could pose health risks for site workers if improperly handled. However, adherence to applicable laws and regulations for removal and disposal of these materials would reduce the potential for exposure to hazardous substances during demolition activities. Therefore, this impact would be less than significant and no further analysis is necessary in the EIR.

Question 15c: There are no public or private schools within one-quarter mile of the Subarea Plan Area.¹¹³ Therefore, this topic is not applicable.

Question 15d: See the discussion of Question 15b. Regulatory database reviews were conducted as part of the Phase I studies. There are no known contaminants present in soil or groundwater beneath the development sites and no known previous uses that routinely involved the use or transport of hazardous materials. Therefore, no impact would occur, and this topic will not be addressed further in the SEIR.

Questions 15e-15f: The Subarea Plan Area is not within the vicinity of a private airstrip; San Francisco International Airport is about seven miles to the south. The Subarea Plan Area is not located within an airport land use plan.¹¹⁴ Therefore, these topics are not applicable to the proposed Subarea Plan or Yerby and UPC projects.

Question 15g and 15h: Implementation of the proposed Subarea Plan and Yerby and UPC projects would result in changes to the local street network, but would not change the existing traffic circulation network in the Subarea Plan vicinity. Occupants of the proposed buildings would contribute to congestion if an emergency evacuation of the Executive Park area were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) “shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division.”

The 1985 FSEIR (p. A-20) included a mitigation measure requiring an evacuation and emergency response plan to be developed in coordination with the Mayor’s Office of Emergency Services. The Yerby and UPC buildings have Safety and Evacuation Plans that are updated every year;¹¹⁵ these plans would be modified to include the proposed development. In addition, there would be at least three entries to the Subarea Plan Area that could be used in an emergency. Therefore, project impacts related to interference with emergency response or evacuation plans would be less than significant, and this topic will not be discussed further in the SEIR.

¹¹³ Based on a review of the San Francisco Unified School District Schools Directory, http://portal.sfusd.edu/template/default.cfm?page=school_info, accessed August 1, 2007. A search of private schools in the Subarea Plan region was conducted August 23, 2007.

¹¹⁴ Carbone, Dave, Airport Land Use Committee, City/County Association of Governments of San Mateo County, personal communication, January 22, 2008.

¹¹⁵ Scharfman, Jonathan, Land Development Director, Universal Paragon Corporation, personal communication, August 22, 2007.

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Development within the Subarea Plan Area (including the proposed Yerby and UPC projects) would be required to conform to those provisions, which include additional life-safety protections for high-rise buildings. Therefore, the proposed Subarea Plan and Yerby and UPC projects would have no significant impacts related to fire hazards and this topic will not be discussed further in the SEIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Questions 16a-b: All land in San Francisco, including the Subarea Plan Area, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the Subarea Plan Area is not a designated area of significant mineral deposits. Since the Subarea Plan Area is partly developed and has projects under construction, future evaluation or designation of the Subarea Plan Area would not affect or be affected by the proposed Subarea Plan or Yerby and UPC projects. There are no operational mineral resource recovery sites in the Subarea Plan Area whose operations or accessibility would be affected by the construction or operation of the proposed Subarea Plan or Yerby and UPC projects. This topic will not be discussed further in the SEIR.

Question 16c: Implementation of the Subarea Plan would involve the redevelopment of the Yerby and UPC development sites with residential buildings, below-grade parking, and open spaces, as well as changes to the Subarea Plan Area circulation network. With the proposed Subarea Plan, the future residential population of the Subarea Plan Area would be substantially higher than analyzed in the 1985 FSEIR and 1999 FSEIR, but the future employment would be substantially lower. The anticipated energy use at Subarea Plan buildout would likely be lower than analyzed in the prior EIRs.¹¹⁶ The increase in Subarea Plan Area population and employment (compared to existing conditions) would be small in the context of overall population and employment in San Francisco. In addition, the proposed Subarea Plan calls for development projects to incorporate energy efficiency into their design. For those reasons,

¹¹⁶ The 2000 Approved Development Plan includes 808 residential units, about 1.6 million gsf of office uses, and about 93,000 gsf of commercial uses. The 1985 FSEIR analyzed a buildout scenario with 600 residential units, about 1.6 million gsf of office uses, a hotel, and about 50,000 gsf of retail/restaurant uses.

implementation of the proposed Subarea Plan and Yerby and UPC projects would not result in the use of large amounts of fuel, water, or energy.

Development within the Subarea Plan Area would meet current state and local standards regarding energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For those reasons (and consistent with the conclusions of the 1999 FSEIR), the proposed Subarea Plan and Yerby and UPC projects would not result in a wasteful use of energy.

Development within the Subarea Plan Area would use energy produced in regional power plants using hydropower and natural gas, coal, and nuclear fuels. This development would not use substantial quantities of other non-renewable natural resources. Therefore, the proposed Subarea Plan and Yerby and UPC projects would not have a substantial effect on the use, extraction, or depletion of a natural resource. This topic will not be evaluated in the SEIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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17. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

- | | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Questions 17a-17c: The project site is located within an urbanized area of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as "Urban and Built-up Land."¹¹⁷ Because the site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland.

¹¹⁷ California Department of Conservation, Farmland Mapping and Monitoring Program, 2002.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 18a: The proposed Subarea Plan and Yerby and UPC projects could result in adverse impacts with respect to visual quality, transportation, noise, air quality, shadow, and public services. These topics will be addressed in the SEIR. As noted elsewhere in this Initial Study, with the implementation of mitigation measures, the proposed Subarea Plan and Yerby and UPC projects would not result in significant impacts to biological resources or wind.

Question 18b: The proposed Subarea Plan and Yerby and UPC projects could have cumulative impacts, primarily with respect to increased traffic congestion. These impacts will be addressed in the SEIR.

Question 18c: Potential adverse effects on human beings have been considered as part of the analysis of individual environmental topics in this Initial Study. Potential impacts to humans with respect to visual quality, transportation, noise, air quality, and shadow will be addressed in the SEIR. The proposed Subarea Plan and Yerby and UPC projects would not have any other environmental effects that would cause substantial adverse effects on humans.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

Mitigation Measures

The following mitigation measures are necessary to avoid potential significant effects of the proposed Yerby and UPC projects and have been agreed to by the project sponsors:

Mitigation Measure Noise-1: Construction Noise Pile driving might be required for the Yerby and UPC development projects. If pile driving is required, the project sponsors shall require construction contractors to pre-drill site holes to the maximum depth feasible based on soil conditions. The project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would be in accordance with the provisions of the San Francisco Noise Ordinance and in consultation with the Director of Public Works, to disturb the fewest people. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. At least 48 hours prior to pile-driving activities, the project sponsors shall notify building owners and occupants within 200 feet of the development site by fliers posted on each floor in each building and distributed by building management of the dates, hours, and expected duration of such activities.

Mitigation Measure Noise-2: Interior Noise Levels The project sponsors shall conduct site-specific acoustical studies for all of the proposed buildings. The studies shall be consistent with the requirements of the State Building Code, and shall identify appropriate noise-reduction measures to be incorporated into project final design. Each noise study must be submitted to and approved by the San Francisco Department of Building Inspection prior to the issuance of a building permit. Potential noise-reduction techniques may include, but are not limited to: (a) incorporation of air circulation systems in all affected units so that windows can remain closed to maintain interior noise levels of less than 45 dBA Ldn; and (b) incorporation of sound-rated windows and construction methods in residential units.

Mitigation Measure Stormwater-1: Minimizing Stormwater/Wastewater Runoff The project sponsors would implement design features and stormwater control techniques to achieve no net increase in stormwater runoff from the project site. Potential stormwater control techniques would include, but would not be limited to, vegetated swales, porous pavement, green roofs, and catch basins. The measures implemented would be consistent with the San Francisco Green Building Ordinance (Chapter 13C of the San Francisco Building Code). The sponsors would work with SFPUC staff to explore and implement feasible techniques prior to detailed project design.

Mitigation Measure Bio-1: Protection of Birds during Tree Removal The project sponsors would implement the following protective measures to assure implementation of the Migratory Bird Treaty Act and compliance with state regulations during tree removal.

Pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests will be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist or wildlife biologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest.

Mitigation Measure Geo-1: Liquefaction Potential, and Excavation, and Dewatering The UPC and Yerby development project sponsors would incorporate features into the project foundation designs to address the potential for liquefaction in the soils beneath portions of the development sites, the potential for soil instability, and the potential for groundwater inflow during excavation. The specific measures to be implemented would be specified in the geotechnical reports prepared as part of the final project design. Based on the preliminary geotechnical studies completed for the projects, these features may include (but are not limited to): soil cement columns, reinforced concrete mat foundations, pre-densification, drilled piers, or driven concrete or steel piles, shoring to prevent soils from becoming unstable during excavation, and drawing down groundwater to a depth of at least three feet below the bottom of excavation. The measures specified would incorporate all applicable California Building Code requirements.

Mitigation Measure Geo-2: Sea Level Rise and Groundwater The UPC and Yerby development project sponsors would incorporate features into the project foundation designs to address the potential for rising groundwater levels due to predicted global sea level rise. The specific measures to be implemented would be specified in the geotechnical reports prepared as part of the final project design. Based on the preliminary geotechnical studies completed for the projects, the projects would include an appropriate long-term design groundwater level for use in the design of the proposed buildings and other site improvements. Using a predicted sea level rise of 3 feet by 2100, the long-term design groundwater level would be Elevation -3.6 feet in the southern and southeastern portions of the development sites.

Mitigation Measure Haz-1: Hazardous Materials/Contaminated Soil

Step 1: Determination of Presence of Contaminated Soil

The development sites contain undocumented fill. Therefore, prior to approval of a building permit for the proposed project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for contamination (including, but not limited to, substances such as total lead, petroleum

hydrocarbons, and heavy metals). The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report that includes the results of the soil testing and a map that shows the locations from which the consultant collected the soil samples.

The project sponsor shall submit the report on the soil testing with the appropriate fee. These fees shall be charged pursuant to Section 31.47(c) of the *San Francisco Administrative Code*. DPH shall review the soil testing report to determine whether soils on the project site are contaminated at or above potentially hazardous levels.

If DPH determines that the soils on the project site are not contaminated at or above a potentially hazardous level, no further mitigation measures with regard to contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan

If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the type and level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Contaminated Soils

- a. **Specific work practices:** If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA work practices) when such soils are encountered on the site.
- b. **Dust suppression:** Soils exposed during excavation for site preparation and construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.
- c. **Surface water runoff control:** Where soils are stockpiled, Visqueen (a type of polyethylene film) shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

- d. Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.
- e. Hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsors shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure Haz-2: Dust Program for Asbestos-Containing Serpentine Materials

The project sponsors would implement the following protective measures to assure implementation of the California Air Resources Board Asbestos Airborne Toxic Control Measure (ATCM) for construction-related activities (California Code of Regulations, Title 17, Section 93105).

The construction contractor would be required to submit the appropriate notification forms and prepare an asbestos dust mitigation plan specifying measures that would be taken to ensure that no visible dust crosses the property boundary during construction. The plan must specify the following measures:

- Prevent and control visible track-out from the property.
- Ensure adequate wetting or covering of active storage piles.
- Control disturbed surface areas and storage piles that would remain inactive for seven days.
- Control traffic on on-site unpaved roads, parking lots, and staging areas, including a maximum vehicle speed of 15 miles per hour.
- Control earthmoving activities.
- Control off-site transport of dust emissions that contain naturally occurring asbestos-containing materials.
- Stabilize disturbed areas following construction.

In addition, excavated materials containing over one percent friable asbestos would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and Federal regulations.

The asbestos dust mitigation plan must be submitted to and approved by the BAAQMD prior to the beginning of construction, and the site operator must ensure the implementation of all specified dust mitigation measures throughout the construction project. The BAAQMD may require air monitoring for off-site migration of asbestos dust during construction activities and may change the plan on the basis of the air monitoring results. Compliance with the asbestos ATCM would reduce impacts from airborne asbestos to less-than-significant levels.

Improvement Measures

The Yerby and UPC project sponsors have agreed to implement the following improvement measures to reduce impacts of the Yerby and UPC projects that were found in this Initial Study to be less than significant. Improvement measures identified in this Initial Study may be required by decision-makers as conditions of project approval.

Improvement Measure Noise-1: Construction Noise The project sponsors shall require the construction contractors to implement noise control techniques to minimize disturbance to adjacent residential receptors during project construction. Specific noise control measures shall include the following:

- (1) The contractors shall implement feasible noise controls to reduce the noise levels generated by construction equipment. Feasible noise controls include improved mufflers; equipment redesign; and use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds.
- (2) Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers and pavement breakers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used such as drilling rather than impact equipment whenever feasible.
- (3) Stationary noise sources shall be located as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be adequately muffled and enclosed within temporary sheds.
- (4) To the extent feasible, concrete crushers shall be located so that existing buildings block noise for adjacent receptors. Portable sound blankets shall be used wherever feasible to reduce noise generated by concrete crushers. Such blankets can provide up to a 10-dBA noise reduction.

- (5) During construction of new buildings, the exterior facades facing existing sensitive receptors shall be enclosed as early in the construction process as feasible.
 - (6) During all construction phases, there shall be close coordination between construction staff and staff of the residential buildings. Residential building staff shall be made aware of the construction schedule and activities.
 - (7) During all construction phases, locations of access roads, delivery routes, and loading areas shall be selected to minimize exposure to adjacent residential receptors.
 - (8) A designated complaint coordinator shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the complaint coordinator shall be conspicuously posted at construction areas and on all advanced notifications. This person shall maintain a log of complaints received and take steps to resolve complaints, including periodic noise monitoring, if necessary, to ensure that significance thresholds are not exceeded by project construction activities.
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G. INITIAL STUDY AUTHORS AND PROJECT SPONSOR TEAM

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H. DETERMINATION

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Bill Wycko
Environmental Review Officer

for

John Rahaim
Director of Planning

DATE February 10, 2009

